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ILLUSTRATED

STANDARD GUIDE

TO

Norfolk and Portsmouth



City Hall—Bank Street, opposite City Hall Avenue

AND

Historical Events of Virginia

1607 to 1907

Jamestown Exposition Edition

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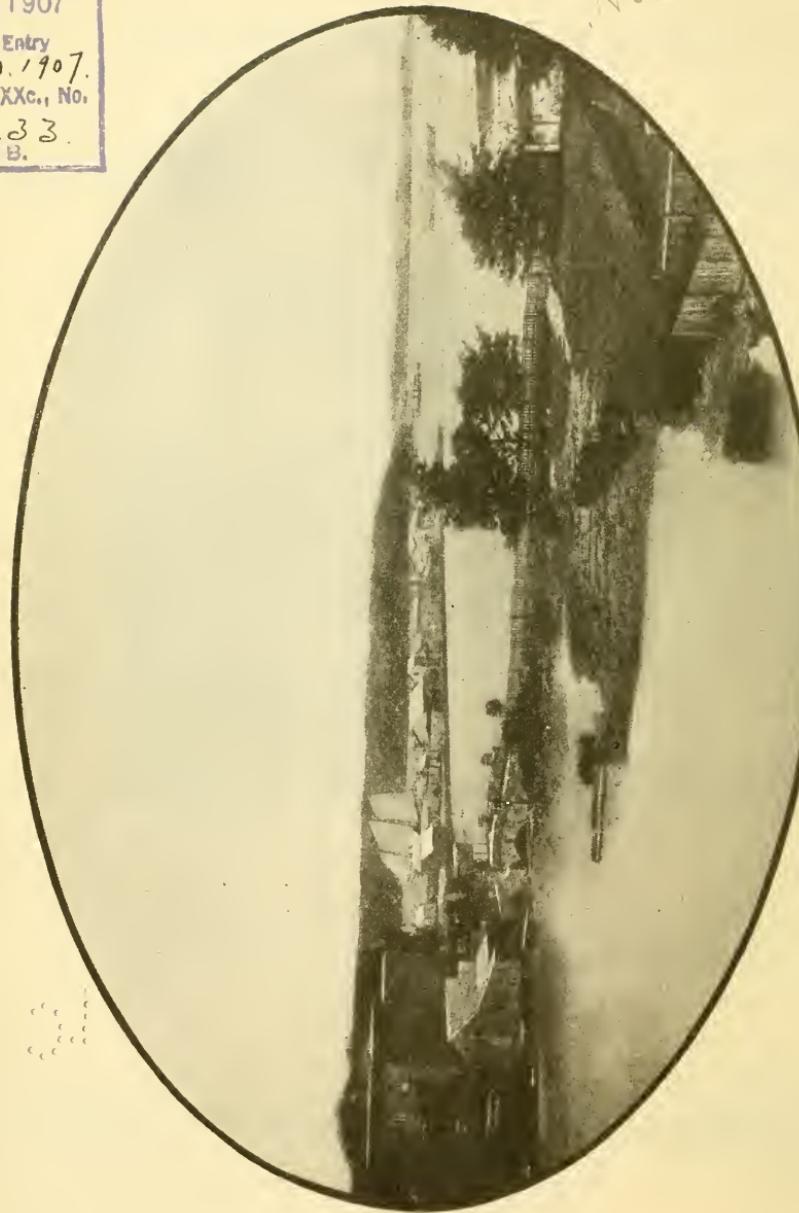
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View of Granby Street, 1868—Low, marshy point inside of fence, site of Monticello Hotel.

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Business Section, Norfolk—View from Water Front



An Introduction to Norfolk and Portsmouth

A few years after the permanent establishment of Jamestown (about 1619 A. D.), subordinate colonies were formed and settlements effected along the shores of Chesapeake Bay and its tributaries, and, from among the sites selected along the Elizabeth River by the early English pioneers, Norfolk and Portsmouth have grown from what were once groups of log cabins, surrounded by thick forests and stockaded against Indian attacks, to prominent cities whose gates are now thrown open to the commerce of the world.

“Norfolk Towne” was founded August 16, 1682. The oldest charter granted was to “Norfolk Borough” in 1736, and superseded by the city charter in 1845. Portsmouth was incorporated as a city in 1752, and Berkley (now the eighth ward of Norfolk) was incorporated in 1890. While these are the principal cities, numerous towns and outlying suburbs, such as West Norfolk, South Norfolk, Pinners Point, Lambert’s Point, Huntersville, and Sewell’s Point, located closely around, will within a very short time unite with Norfolk and Portsmouth into “Greater Norfolk.”

No more admirable location for a great city can be found anywhere along the Atlantic Coast, and the coming of “Greater Norfolk,” the “Metropolis of the South,” is as inevitable as the rising of the sun toward which the “Eastern Gateway of the United States” opens.

Modern business houses have replaced the structures of colonial and ante-bellum days. Palatial hotels have arisen as if by magic. Immense manufacturing plants, great banking institutions, railway systems, and steamship lines concentrated here indicate the wonderful progress of Norfolk and Portsmouth along commercial, manufacturing, and agricultural lines. New residential sections are quickly becoming densely populated. Beautiful churches point their spires heavenward, and schools with unsurpassed facilities evidence the rapid growth and transformation of Norfolk and Portsmouth into one great city.



City Hall—Bank Street

The Elizabeth River, along which these cities extend their wharves and docks for several miles, forms the inner harbor, and offers sufficient depth of waterway for the entrance of the largest ships. Hampton Roads, the converging point of the Elizabeth, the James, and the Nansemond rivers, forms the outer harbor. Its great area, ample depth, and sheltered position render it a haven of perfect safety for mariners seeking protection from outside storms. Here its waters intermingle with those of Chesapeake Bay, a vast body of water almost entirely landlocked by Cape Charles and Cape Henry, a natural ocean gateway, through which the exports of the central East, Southeast, and South make their exit, and the imports of products from all the other great nations may make their entrance into this country.

Located midway between the Gulf of St. Lawrence and the Gulf of Mexico, this harbor is the most magnificent along the Atlantic Seaboard, and in size and importance is second to none in the world. "Greater Norfolk" is located in latitude $36^{\circ} 50'$ north, and in longitude $76^{\circ} 19'$ west. The climate is mild and healthful, and it is very rare that the temperature reaches extremes during winter or summer. Statistics show that for a period of fifteen years past the average maximum temperature has been 97.47° ; the average minimum temperature 13.13° ; and the average mean temperature 59.27° for the entire period. The average precipitation has been 46.27 inches. This is the best evidence of uniformity of temperature and abundant rainfall.

—The territory immediately surrounding "Greater Norfolk" is peculiarly adapted to truck farming, which is one of the principal industries of tide-water Virginia. The fertile soil, regular rainfall, low freight rates, unequaled transportation facilities, and the nearness to the large northern markets combine to make this section the greatest trucking and shipping point in the South.

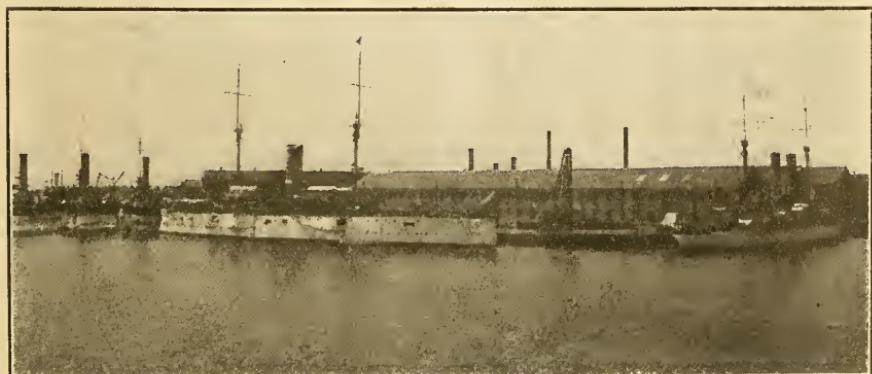
Eight great railroads and numerous steamship lines have their terminals here.

For the information of strangers visiting Norfolk, who desire to find their way about the city without difficulty, it may be well to state that Church Street, extending in a northerly direction from Nivison, is the principal thoroughfare from which all cross streets of importance lead to the eastern and central parts



Board of Trade Building—Plume and Atlantic Streets

of the city; and Granby Street, extending in a northerly direction from Main, is the principal thoroughfare from which all cross streets of importance lead to the western and central parts of the city. These two streets practically divide the old part of the city into three sections. Main Street, which extends entirely across the city, east and west, is the principal retail thoroughfare in the downtown business district. All streets, extending from Main in a southerly direction, lead to Water Street, where the wholesale business district is located, and to the various steamer piers along the water front. Beginning at Main, the most important streets between Church and Granby are Bank and Atlantic, the second of which leads into Brewer Street. These two thoroughfares extend as far north as Queen Street. The retail stores line Main Street from Granby to Church, and as far north on Church as Queen, along Bank to City Hall Avenue, and along Granby as far as Charlotte Street. The principal cross streets running from Church to Granby are Plume, City Hall Avenue, and Cove, Washington, Freemason, Charlotte, Bute, and Queen streets. The most convenient routes for pedestrians to reach Brambleton (5th ward) are east through Holt Street, or Queen Street and Brambleton Avenue. Park Place (7th ward) is reached quickest, north through Granby Street. Ghent and Atlantic City (6th ward) are reached conveniently, west through Freemason, Bute, or York to Botetourt Street. York Street continues west to Atlantic City Bridge, and Botetourt north to Ghent Bridge.



View of Norfolk Navy Yard

Railroads

The Norfolk & Western Railway passenger and freight depots and extensive yards are located at the foot of East Main Street. This company also owns and operates the largest coal piers in this country, which are located at Lambert's Point, and millions of tons of coal are annually loaded into vessels by them for shipment to all parts of the world.

Passenger trains leave Norfolk daily, 7.40 A. M.: Chicago Express, parlor car to Roanoke; sleepers Roanoke to Columbus, Cincinnati, and Knoxville; dining car.

9.25 A. M. for Richmond. Connects at Petersburg for Roanoke, and at Richmond, except Sundays, for Washington, D. C.

4.30 P. M. for Richmond. Connects for Washington, D. C.

8.00 P. M. for the South and West: Pullman sleepers; dining car.

Trains arrive at Norfolk daily 8.45 A. M., 11.20 A. M., 5.20 P. M., and 10.00 P. M. Ticket office, 171 Main St., foot of Granby.

The Norfolk & Southern Railroad passenger depot is located at the corner of Park and Claiborne avenues, and may be reached by the Norfolk & Portsmouth Traction Company's trolley cars marked "Brambleton," eastbound on Granby or Main Street, or northbound from the corner of Main and Bank streets. Passenger trains leave Norfolk daily, except Sunday, 8.35 A. M. and 4.45 P. M. for Elizabeth City, Hertford, Edenton, and intermediate points. Express train leaves at 11.55 A. M. for Elizabeth City, Hertford, Edenton, Plymouth, Washington, and Belhaven, N. C. Leave at 9.40 A. M. and 4.10 P. M. for Munden Point daily, except Sunday. Excursion trains leave every Sunday at 8.45 A. M. for Elizabeth City and Edenton, N. C. Trains connect daily, except Sunday, at Elizabeth City with steamers leaving Elizabeth City at 1.45 P. M. for Roanoke Island (a point of great historical interest). Trains arrive 10.45 A. M., 2.00 P. M., and 5.10 P. M. daily, except Sunday.

The New York, Philadelphia & Norfolk Railroad (Cape Charles Route) Company's passenger and freight depots are located at the foot of Brooke Avenue. Trains for Wilmington, Philadelphia, and New York. Steamers leave Portsmouth 7.25

A. M. and 5.30 P. M.; leave Norfolk at 7.45 A. M. and 6.15 P. M.; leave Old Point 8.40 A. M. and 7.20 P. M., connecting with trains at Cape Charles, Va. Trains arrive Norfolk 7.30 P. M. and 8.45 A. M.; arrive Portsmouth 7.45 P. M. and 9.05 A. M. Trains connect with all rail and water lines to and from Boston, Providence, and all New England points. Ticket office, corner Granby Street and City Hall Avenue.

The Chesapeake & Ohio Railway Company's passenger and freight depots are located at the foot of Brooke Avenue. It also has extensive yards, coal piers, and grain elevators located at Newport News, Va. Steamer leaves Norfolk daily at 6.45 A. M., 9.15 A. M., and 4.30 P. M. Connect at Newport News with trains for Richmond and western points. Ticket office, 69 Granby Street.

The Seaboard Air Line Railway Company's passenger depot is located at the foot of High Street, Portsmouth, within half a block of the Norfolk and Portsmouth ferries. Its extensive freight yards and warehouses occupy a large portion of Portsmouth's water front. Trains leave Norfolk (via ferry) 8.48 A. M. and 8.12 P. M. Leave Portsmouth 9.15 A. M. and 8.30 P. M. Trains arrive daily Portsmouth, 7.45 A. M. and 5.20 P. M. Ticket office, corner Main and Granby streets.

The Atlantic Coast Line R. R. Company's passenger and freight depots are located at the corner of Water and Matthews streets. Its freight yards and terminals are located at Port Norfolk, adjoining Pinners Point. Trains leave Norfolk daily at 8.40 A. M. and 4.00 P. M. Trains arrive daily 1.00 P. M. (except Sunday) and 5.55 P. M. Ticket office, 171 Main Street.

The Tidewater Railway passenger depot is located at the foot of East Main Street, and its immense freight terminals and coal piers are located at Sewells Point. This is a new railway company which has just entered Norfolk, and has not yet completed the work of laying its rails, that will extend from the coal fields of West Virginia, where it connects with the Deepwater Railway for western points. Passenger service has not yet been inaugurated, consequently no schedule is published. The principal business of this road at present is the transportation of large quantities of coal from the mines in West Virginia direct to Sewells Point, where it is loaded into vessels.

Steamship and River Lines

Baltimore Steam Packet Co. (Old Bay Line) for Old Point and Baltimore. Passenger and freight piers are located at west end of Main Street. Steamers leave Portsmouth 5.30 P. M., Norfolk 6.20 P. M., and Old Point 7.30 P. M., daily, except Sunday. Connect at Baltimore for Philadelphia and New York with Pennsylvania R. R. and Baltimore & Ohio R. R. Steamers arrive Norfolk 7.00 A. M. and Portsmouth 8.30 A. M. Ticket office, corner Main and Granby streets.

Chesapeake Steamship Co. (New Bay Line) for Old Point and Baltimore. Passenger and freight pier is located at foot of Jackson Street. Steamers leave Norfolk 6.00 P. M., Old Point 7.00 P. M. Connect at Baltimore with Pennsylvania R. R. and



Epworth M. E. Church—Freemason and Boush Streets

Baltimore & Ohio for Philadelphia and New York. Ticket office, 95 Granby Street.

Clyde Steamship Co. for Philadelphia and Richmond. Passenger and freight piers, Water Street, foot of Madison Street. Sailings for Philadelphia Monday, Wednesday, and Saturday. Ticket office at company's pier.

Merchants & Miners Transportation Co. for Boston and Providence. Passenger and freight piers are located at west end of Main Street. Steamers sail for Boston, Sunday, Tuesday, Wednesday, and Friday at 6.00 P. M. For Providence, Monday, Thursday, and Saturday at 6.00 P. M. Ticket office at company's pier.

Norfolk & Washington, D. C., Steamboat Co. for Old Point, Alexandria, and Washington. Passenger and freight pier is located at west end of Water Street. Steamers leave Norfolk daily 6.00 P. M., Old Point 7.00 P. M. Arrive Alexandria 6.30 A. M., Washington 7.00 A. M. Connecting with Pennsylvania R. R. and Baltimore & Ohio for Philadelphia and New York. Ticket office, corner Granby and Plume streets.

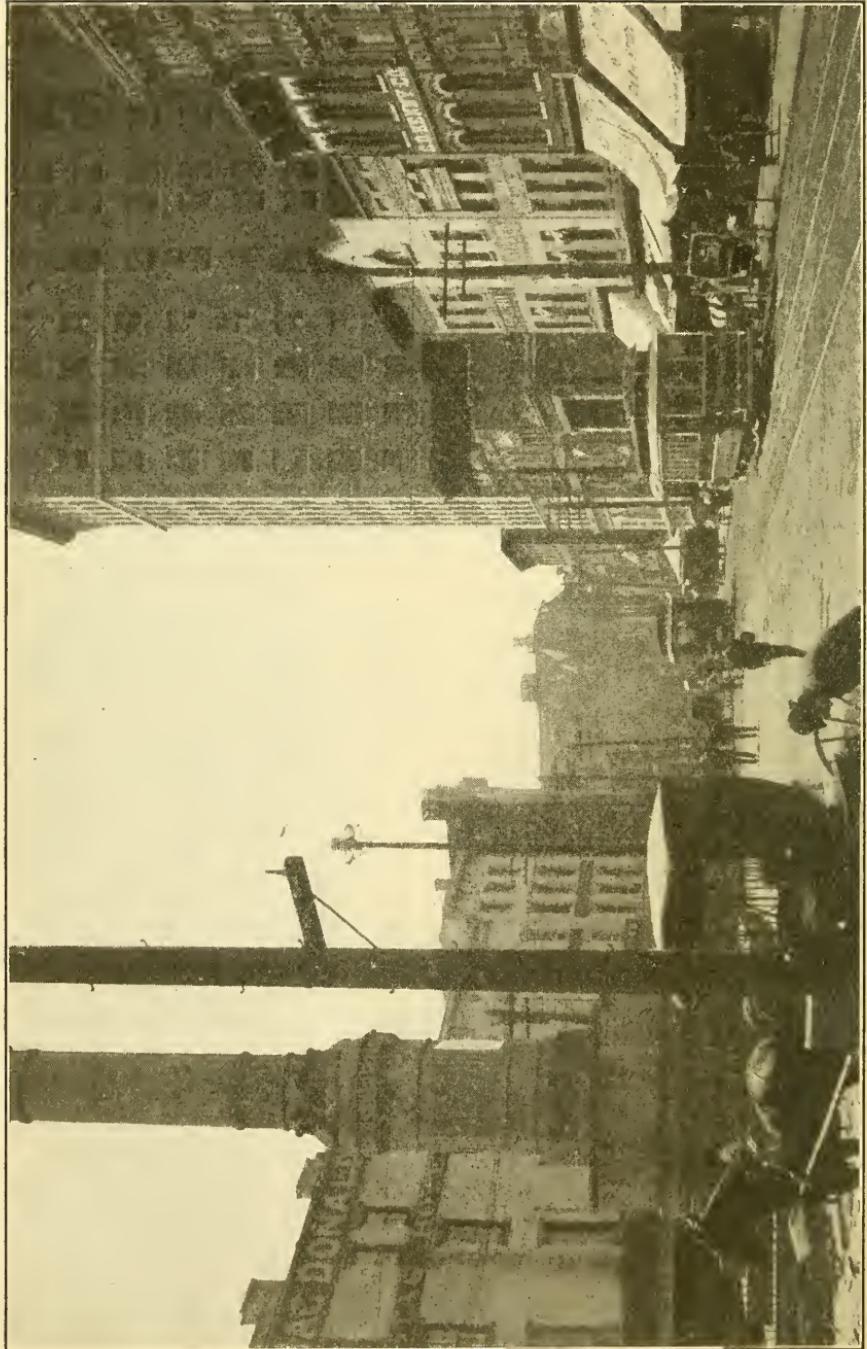
The Old Dominion Steamship Co. Daily sailings for New York. Passenger and freight piers are located at the corner Water and Church streets. Steamers leave Norfolk at 7.00 P. M.

Night James River Line, for Newport News and Richmond. Leave Norfolk at 7.00 P. M., touching at Newport News at 8.00 P. .

Day River Lines. Leave daily for Old Point, 6.30 and 11.15 A. M. and 4.15 P. M.; for Hampton, 11.15 A. M. and 4.15 P. M.; for Newport News and Smithfield, 6.40 A. M. and 3.00 P. M.; for East, North, and Severn rivers, Monday, Wednesday, and Friday, 6.30 A. M.; for East and Ware rivers, Tuesday, Thursday, and Saturday. 6.30 A. M.; for Nansemond River and Suffolk, 3.00 P. M.

Virginia Navigation Co., for Old Point, Newport News, and Richmond. Passenger and freight pier is located on Water Street, foot of Madison Street. Steamer leaves Norfolk Tuesday, Thursday, and Saturday at 7.00 A. M., Old Point at 8.00 A. M., and Newport News at 9.00 A. M. Steamer touches at all of the principal historical James River landings.

View of Main Street



Trolley Lines

Bay Shore Terminal Co. Cars leave corner Church and Plume streets every few minutes west and north bound for Park Place, Lafayette Park, and Ocean View. Portsmouth Traction Co., Sewells Point division.

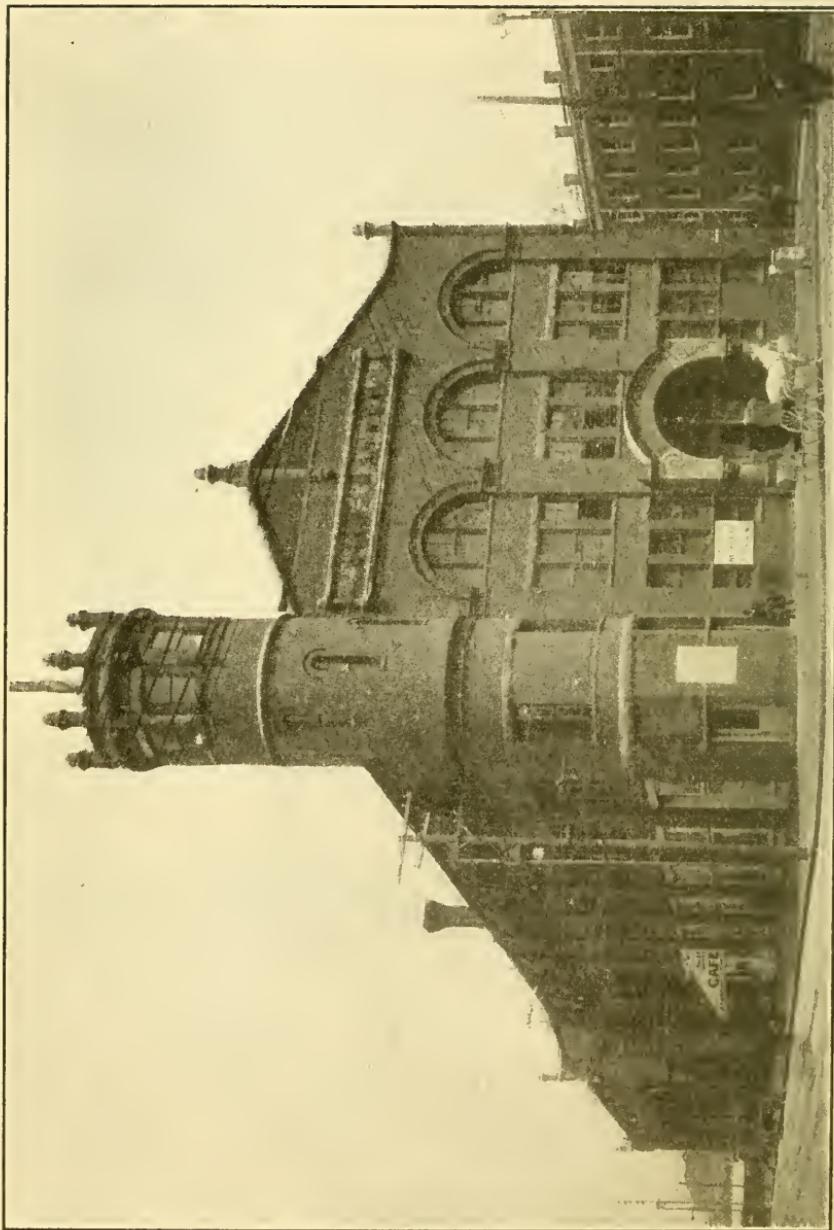
Norfolk and Portsmouth Traction Co. express trains leave passenger station, corner City Hall Avenue and Atlantic Street, for Pine Beach and Newport News 7.30 A. M. and every one and one-half hours until 9.00 P. M. Regular trains leave passenger station every few minutes for Pine Beach and the Jamestown Exposition Grounds.

Ocean View Division, for Ocean View, Jamestown Exposition Grounds, Willoughby Beach, and Old Point. Express trains leave Norfolk west end of Main Street every hour for Old Point from 7.00 A. M. until 9.00 P. M. Regular Ocean View trains leave every fifteen minutes from 6.30 A. M. to 11.00 P. M., connecting at Ocean View for Jamestown Exposition Grounds. City Division—main line cars run to and from Lafayette Park and Ghent, via Church, Main, and Granby streets.

Brambleton via Queen Street. Cars leave corner Main and Bank streets, northbound, passing through Queen Street and Brambleton Avenue to North Brambleton, there making a loop and returning to starting point.

Lamberts Point Division. Cars run to and from Lafayette Park and Lamberts Point via Church, Main, and Granby streets, and through Ghent, Brambleton, and Atlantic City Division. Cars run to and from Brambleton and Atlantic City ward via Park Avenue, Main, Granby, York, and Front streets, returning through Ghent and Bute Street. Riverview cars leave corner of Main and Granby streets, northbound, every thirty minutes via Granby, 18th, and Church streets, returning over same route, passing Lafayette Park in both directions. Transfers are interchangeable on all the city and Ocean View cars of this company.

Berkley Division. Cars leave City Hall and Monticello avenues every thirty minutes for Berkley Ward, Money Point, and Lakeside Park.



City Market and Armory—City Hall Ave.

Portsmouth Division. Cars for navy yard, Pinners Point, Port Norfolk, Battery Park, Park View and cemeteries, Piedmont Heights, Gilmerton, and other suburban points, leave corner High and Water streets every ten minutes, traversing all the principal streets of Portsmouth.

Automobile Lines

THE VIRGINIA AUTOMOBILE COMPANY.

K. R. HARMON.

C. O. MORSE.

A. A. O'NEILL & BRO.

Cars for private parties may be obtained by applying at almost all the leading hotel offices.

Seeing Norfolk car leaves corner of Main and Granby streets at regular intervals for special tours of the city. Tickets on sale at Atlantic Hotel office. Cars may be hired by the hour or day from the above mentioned concerns by private parties desiring to make special trips.

Cabs, Hansoms, and Carriages

Vehicles of all kinds may be hired by the hour or day from the following concerns:

Norfolk

W. P. BOYCE, 108 Union Street.

CHAS. E. CRULL, 233-237 Charlotte Street.

W. J. DAVIS, 61-65 Cove Street.

W. T. GILCHRIST & Co., 355-357 Church Street.

HANNAN & KELLY, 56-60 Union Street.

A. C. IVES, 76-78 Church Street.

MONTICELLO AVENUE STABLES, Monticello Avenue near Washington Street.

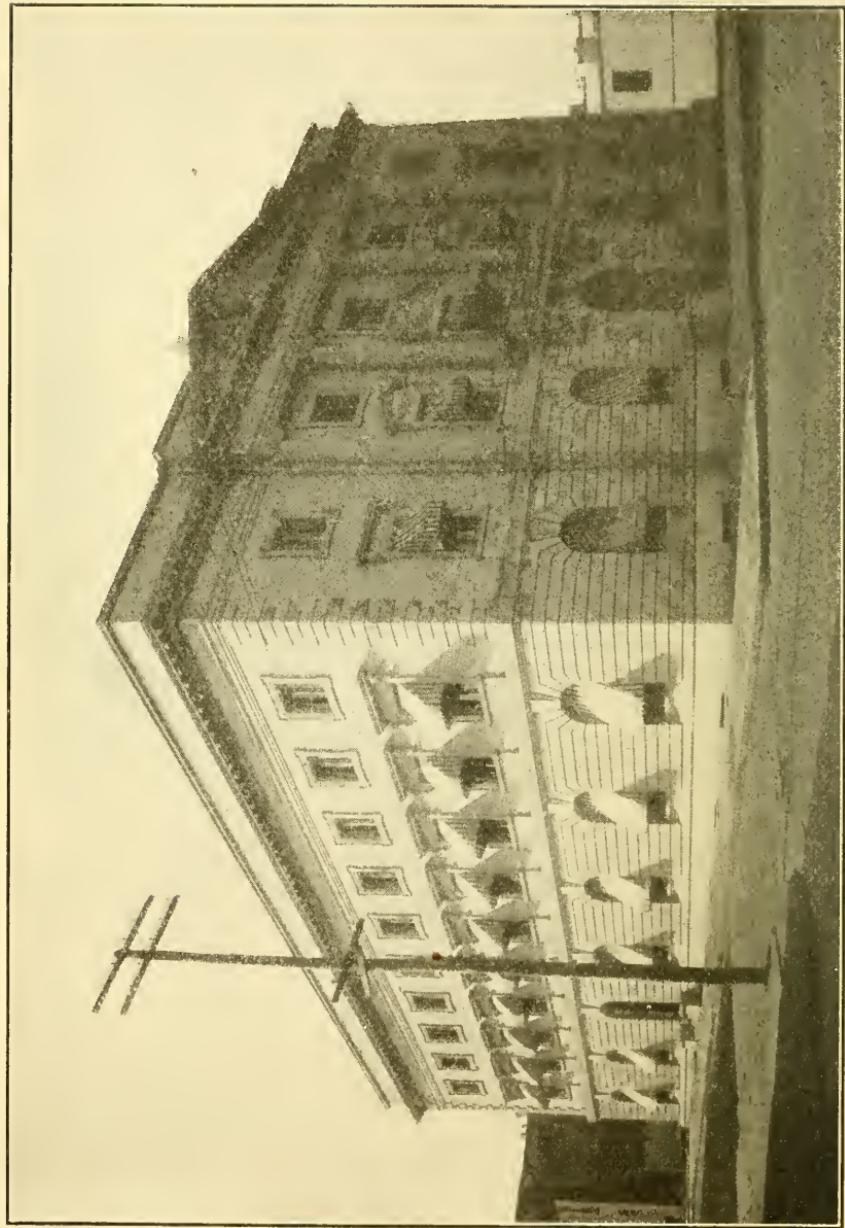
NORFOLK CAB & CARRIAGE CO., 110-112 Church Street.

VIRGINIA BOARDING & LIVERY STABLES, 119-121 Church St.

M. C. NEWTON, 87-89 Union Street.

WILLIS, WILLIAMSON & Co., 88-94 Union Street.

U. S. Post-Office and Federal Court—Plume and Atlantic Streets



Portsmouth

JOHN C. CURLING, 916 South Street.

P. C. CODD, 319-331 King Street.

WM. J. DAVIS, 216 King Street.

MODEL LIVERY & BOARDING STABLES, 215 County Street.

PALACÉ LIVERY & BOARDING STABLES, 607-609 Middle St.

WESTBROOK & DUNN, 203 South Water Street.

Baggage Transfer Companies

Norfolk

J. G. BRAY & Co., 40 Smith Street.

CITY EXPRESS Co., Water Street, foot of Nebraska.

H. CROCKIN CORPORATION, 466 Church Street.

HARRISON TRANSFER Co., 245 Main Street.

HULCHERS EXPRESS, 88 Roanoke Avenue.

IRWINS EXPRESS Co., 87 Plume Street.

NORFOLK & PORTSMOUTH TRANSFER Co., 2 Granby Street.

TRICE TRANSFER Co., 11th & Granby streets.

UNION EXPRESS Co., 108 Commercial Place.

VIRGINIA BAGGAGE TRANSFER Co., 82 Granby Street.

WITHYS NORFOLK & PORTSMOUTH Co., 221 Main Street.

Portsmouth

WM. T. DEWBERRY, 434 Lincoln Street.

CHAS. H. ECKERT, 401 Effingham Street.

JOHN T. JUDKINS, 714 County Street.

FRANK H. PIEDMONT, 818 Cook Street.

WALSH BROS., corner High and Water streets.

Nearly all of the above mentioned transfer companies have wagons which meet every incoming train and steamer, and visitors arriving may have their baggage delivered to any part of the city for a small charge. Travelers departing from Norfolk or Portsmouth may, by calling any of these transfer companies by telephone, have a wagon come for and deliver their baggage to any railway station or steamer wharf in the cities, at a nominal cost.



National Bank of Commerce Building—Main and Atlantic Streets

Hotels

The most important hotels are centrally located within the business district, and convenient to all the railways and steamers, and as in most other large cities, they are run on three plans: American, European, and Combination.

THE AMERICAN PLAN. At these hotels, rooms, meals at stated hours, and attendants are furnished at rates varying from \$2.00 per day up. When guests register under this plan, the charge begins with the meal supposed to be spread at the time, unless when the name is placed on the book, the clerk is instructed to note (if guests arrive after supper) lodging instead. The same rule holds good for guests who are departing; if they do not intend to remain until supper, the clerk must be notified so as to close accounts immediately after dinner. The principal hotels in Norfolk and Portsmouth operating on the American plan, with rates charged, are as follows:

Norfolk

ALGONQUIN HOTEL, Granby Street and College Place—\$2.50 per day and up.

ATLANTIC HOTEL, Main and Granby streets—\$2.50 per day and up.

COLONIAL HOTEL, 202 Granby Street—\$2.00 per day and up.

THE BURGESS, Boush Street and College Place—\$1.50 per day and up.

HOTEL FAIRFAX, City Hall Avenue and Randolph Street.

St. Denis Hotel, corner Main Street and Roanoke Avenue.

GLADSTONE HOTEL, Main and Nebraska streets—\$2.00 per day and up.

HOTEL NEDDO, Plume Street, near Granby—\$2.50 per day and up.

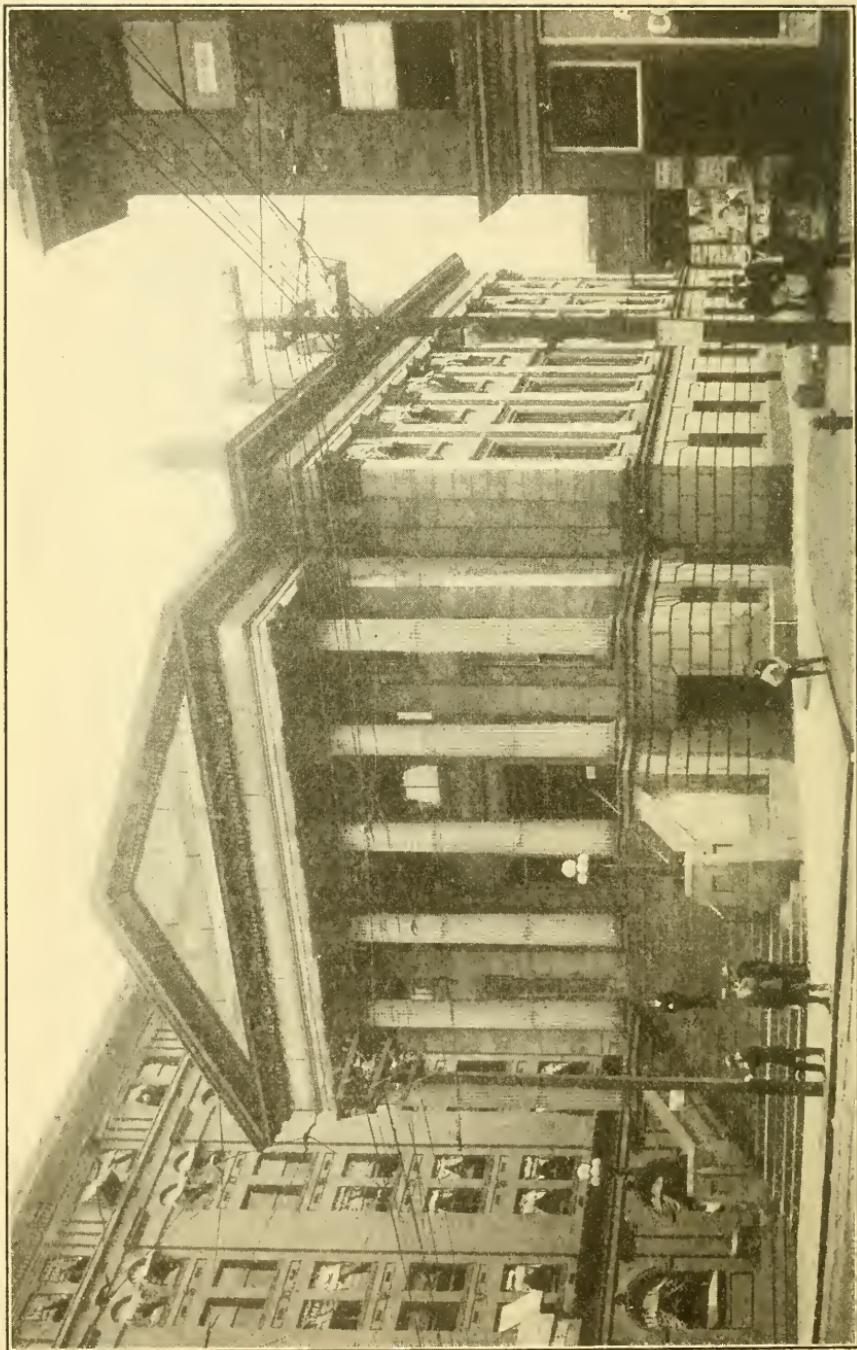
LYNNHAVEN HOTEL, Freemason and Granby streets.

Portsmouth

HOTEL MONROE, Court and High streets—\$2.50 per day and up.

HOTEL LAFAYETTE, Crawford and High streets—\$2.00 per day and up.

United States Custom House—Main Street



EUROPEAN PLAN. Hotels operating on this plan provide rooms ranging from \$1.00 to \$3.00 or more per day, according to the location, and the manner in which they are fitted up, and guests desiring meals at these hotels are served same, at moderate prices, in the regular European dining room. The most prominent hotels operating on this plan, with rates charged, are as follows:

Norfolk

ALGONQUIN HOTEL, Granby Street and College Place—\$1.00, per day and up.

ATLANTIC HOTEL, Main and Granby streets—\$1.00 per day and up.

COLONIAL HOTEL, 202 Granby Street—\$1.00 per day and up.

HOTEL FAIRFAX, City Hall Avenue and Randolph Street.

HOTEL LORRAINE, Granby and Tazewell streets—\$1.50 per day and up.

THE MONTICELLO, City Hall Avenue and Granby Street—\$1.50 per day and up.

GLADSTONE HOTEL, Main and Nebraska streets—\$1.00 per day and up.

HOTEL NEDDO, Plume Street near Granby—\$1.00 per day and up.

HADDINGTON HOTEL, Granby Street and City Hall Avenue.

HOTEL SAVOY, Granby Street and City Hall Avenue.

CAROLINA HOTEL, Atlantic and Plume streets.

ST. DENIS HOTEL, Main Street and Roanoke Avenue.

TERMINAL HOTEL, Plume and Atlantic streets—\$1.00 per day and up.

HENRY SEELINGER, 39-41 City Hall Avenue.

LYNNHAVEN HOTEL, Freemason and Granby streets.

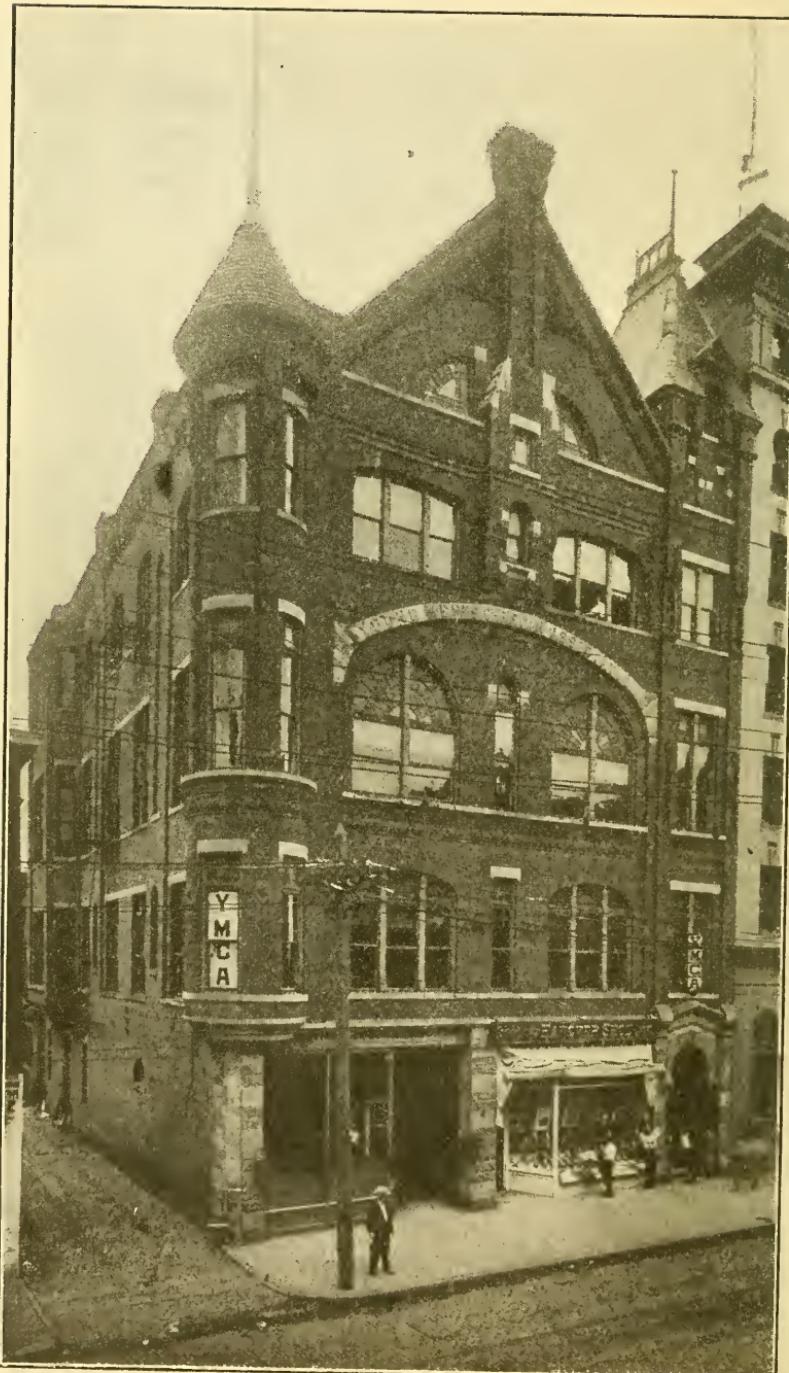
UNION HOTEL, 35 Brewer Street—50 cents per day and up.

Portsmouth

HOTEL MONROE, Court and High streets—\$1.00 per day and up.

HOTEL LAFAYETTE, Crawford and High streets—\$1.00 per day and up.

PEARSON'S HOTEL, High and Water streets—\$1.25 per day and up.



Y. M. C. A.—Main Street

Stag Hotels

THE LEE STAG HOTEL, 97 Bank Street.

MCDONALDS, Main Street and Commercial Place.

VICTORIA, 359-361 Main Street.

HENRY SEELINGER, 39-41 City Hall Avenue.

Colored Hotels

THE PHILADELPHIA HOUSE, 322 Church Street. European only—50 cents per day and up.

TANNERS HOTEL, 663-665 Church Street, American—\$1.50 per day and up; European, \$1.00 per day and up.

These colored hotels cater to the best class of colored trade.

Some of the Prominent Hotels

For the benefit of visitors, the following information is given concerning the most prominent hotels:

The Atlantic Hotel is the oldest in name in the city. The present handsome 7-story building, at the corner of Main and Granby streets, has replaced the structure which was burned several years ago, during Norfolk's great fire. This is a modern hotel, and one of the features is a rathskeller for ladies and gentlemen.

The Monticello is on City Hall Avenue, and occupies the entire block between Granby Street and Monticello Avenue. This is a practically new 6-story fire-proof building, with all modern improvements, and the design is very unique and attractive. The magnificent and spacious lobby is a feature of this famous hostelry. It is conducted on the European plan, exclusively.

The Hotel Lorraine is on the corner of Granby and Tazewell streets. This is a new 7-story building, with all modern improvements, and is fire-proof. While it is not considered a very large hotel, it is one of the handsomest in design and equipment in the South. The principal features of this hotel are an elegant cafe for ladies and gentlemen, and a very attractive stag grill room.



The Citizens Bank—Main Street

Hotel Fairfax is located on City Hall Avenue, corner of Randolph Street. This hotel has just been completed. It is an 8-story fire-proof building of the most modern construction and improvements, and is a notable addition to Norfolk's rapidly increasing list of handsome hotels.

The Lynnhaven. This magnificent hotel has also just been completed. It stands at the corner of Freemason and Granby streets. The building is 10 stories high, modern in every particular, fire-proof, and is furnished in a most luxurious manner. It contains elegant cafes and rathskeller for ladies and gentlemen.

AUDITORIUM CAFE

169 MAIN STREET

Service a la carte

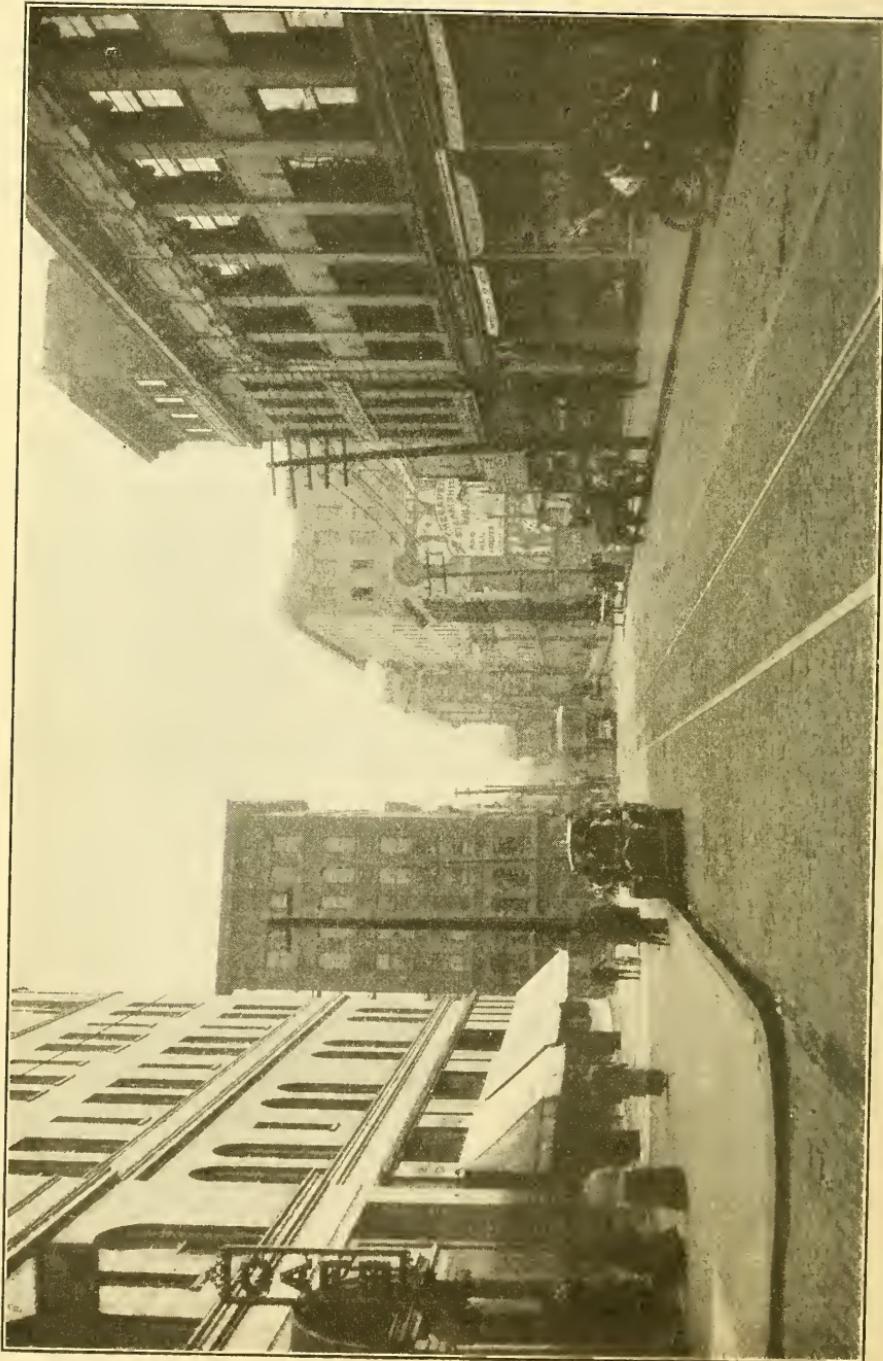
The Place to Dine

Best the Market Affords

MUSIC

AUDITORIUM CAFE CO.

W. B. BOHART, MANAGER.



Grunby Street—Looking West from Brooke Avenue

Summer Resort Hotels

For the information of visitors who may desire to secure hotel accommodations outside of, yet near Norfolk, and convenient to the city as well as the Jamestown Exposition grounds, the following list is given:

THE PRINCESS ANNE HOTEL, Virginia Beach, Va.

THE ARLINGTON, Virginia Beach, Va.

MOUNT VERNON, Virginia Beach, Va.

OCEAN HOUSE, Virginia Beach, Va.

RANDOLPH INN, Virginia Beach, Va.

CAPE HENRY HOTEL, Cape Henry, Va.

OCEAN VIEW HOTEL, Ocean View, Va.

WILLOUGHBY BEACH HOTEL, Willoughby Beach, Va.

CHAMBERLIN HOTEL, Old Point, Va.

SHERWOOD INN, Old Point, Va.

PINE BEACH HOTEL, Pine Beach, Va.

HOTEL VIRGINIA, Pine Beach, Va.

MARYLAND AVENUE HOTEL, Pine Beach, Va.

HOTEL COLOMBO, Pine Beach, Va.

In addition to the above, there are numerous smaller first-class hotels and boarding houses at these resorts, where visitors may secure rooms and board.

Restaurants and Cafes

There are numerous cafes and restaurants in Norfolk and Portsmouth, the most prominent of which are located within the business sections of these cities, and visitors may readily find a comfortable place where meals or lunches are served at all hours of the day and night. There are also a number of smaller restaurants and dairy lunch rooms, which are scattered along the shopping streets. A list of the most prominent restaurants and cafes is given below.

AUDITORIUM CAFE, Main Street, opposite Atlantic Hotel.

THE ATLANTIC HOTEL CAFE, 14 Granby Street.

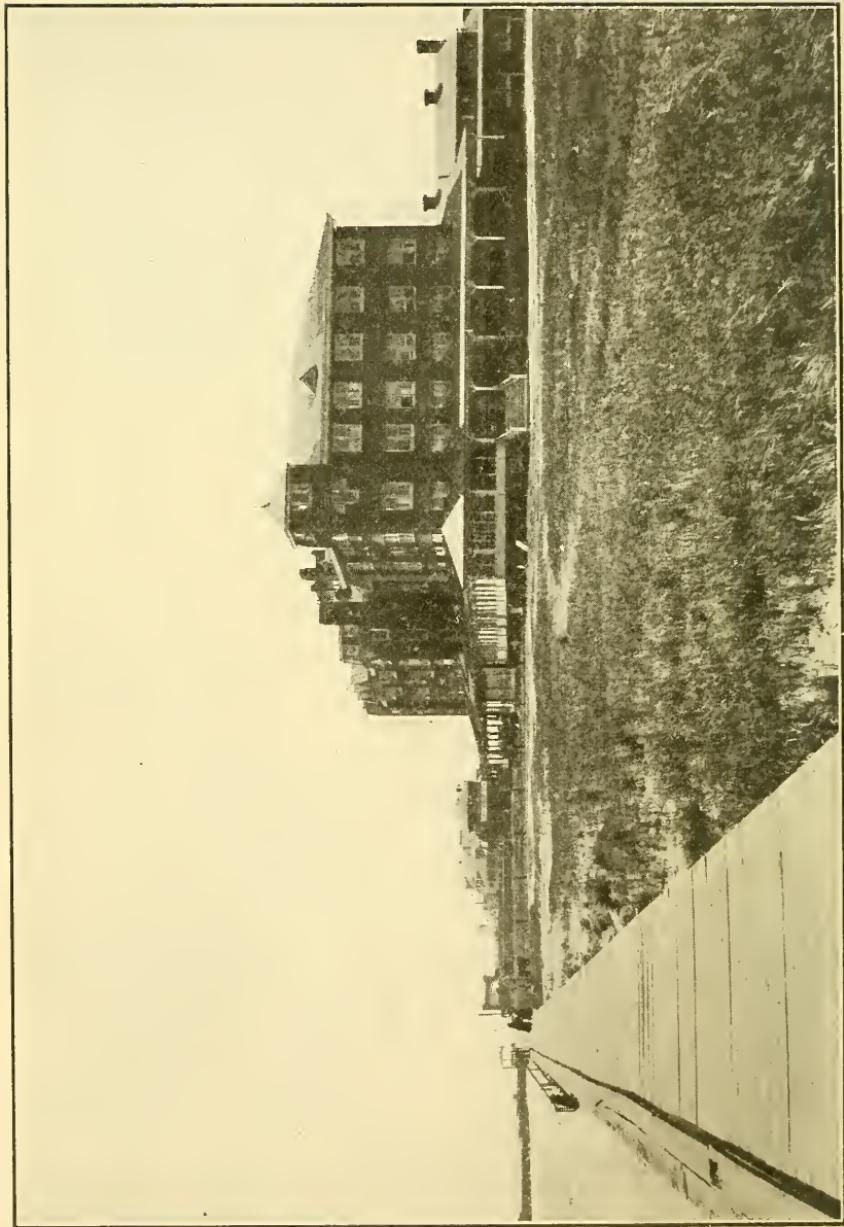
HUDSON'S ENGLISH KITCHEN, 347 Main Street.

JAMES JONES, 221-227 Main Street.

LINN'S CAFE, 134 Plume Street.

LINN'S GRILL ROOM, 54 Bank Street.

Princess Anne Hotel—Virginia Beach



THE MONTICELLO HOTEL CAFE, corner Granby Street and City Hall Avenue.

THE ATLANTIC HOTEL RATH-SKELLER, Main, corner Granby Street.

THE LORRAINE HOTEL CAFE, Granby, corner Tazewell Street.

THE LORRAINE HOTEL RATH-SKELLER (stag), Granby, corner Tazewell Street.

STEVE SEELENGER'S, 10 Bank Street. Cafe, first floor; dining room, second floor.

THE TAZEWELL CAFE, Tazewell Building, corner of Granby Street and Brooke Avenue.

TERMINAL CAFE, 120 Plume Street.

LYNNHAVEN HOTEL CAFE, corner Freemason and Granby streets.

MERRIMAC CAFE, corner Freemason and Boush streets.

ALGONQUIN HOTEL CAFE, corner Granby Street and College Place.

THE VICTORIA HOTEL CAFE (stag), Main Street.

FAIRFAX HOTEL CAFE, City Hall Avenue, corner Randolph St.

HOTEL NEDDO CAFE, 68-76 Plume Street.

WASHINGTON HOUSE CAFE (stag), 379 Main Street.

HENRY SEELINGER, 39-41 City Hall Avenue.

ST. DENIS CAFE, corner Main Street and Roanoke Avenue. Cafe, first floor; dining room, second floor.

ST. ELMO CAFE, Roanoke Avenue.

HOPKIN'S CAFE, 59 Bank Street.

HAUGHWAUT CAFE, 164 Church Street.

AMOS P. JORDAN, 7 Bank Street.

JAMESTOWN CAFE, 19 City Hall Avenue.

HEELAN'S LUNCH ROOM, corner Bank and Plume streets.

MERCHANTS' CAFE, Bank Street, corner Williams.

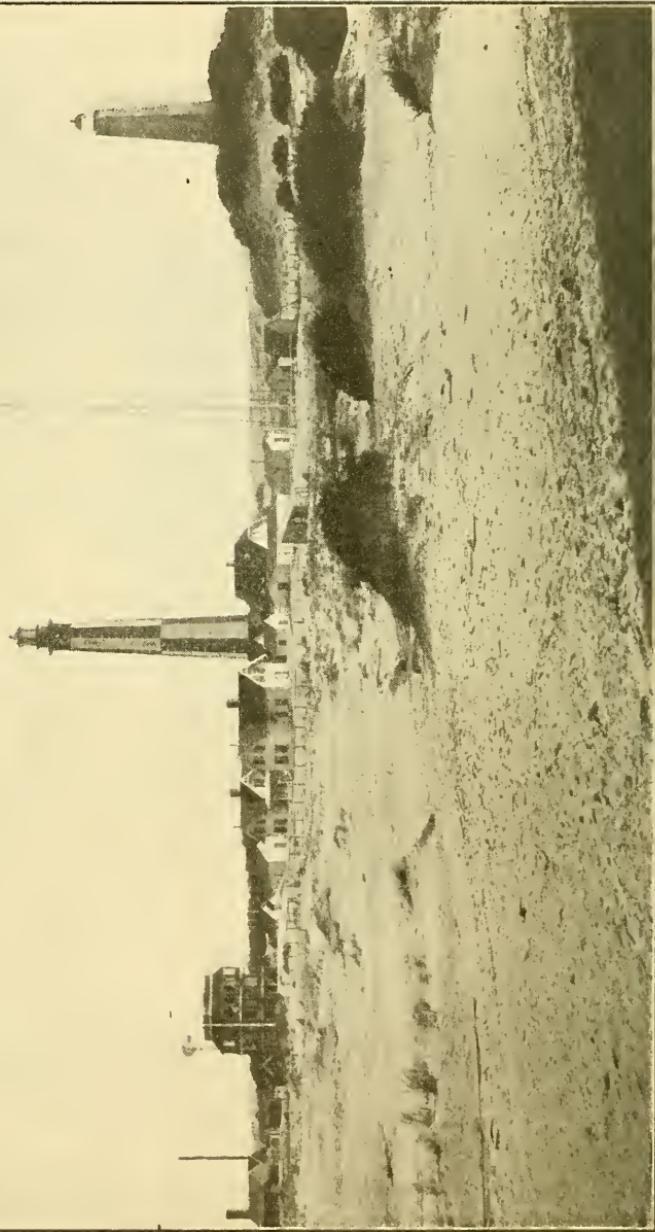
EDWARD G. BROCK, 11-13 Monticello Avenue.

UNION RESTAURANT, 35 Brewer Street.

CROWN LUNCH ROOM, No. 1, Commercial Place, near ferry entrance.

CROWN LUNCH ROOM, No. 2, City Hall Avenue, opposite Fairfax Hotel.

Cape Henry



MCDONALD'S LUNCH ROOM, Main Street and Commercial Place.

MCDONALD'S LUNCH ROOM, 231 Main Street.

MCDONALD'S LUNCH ROOM, 38 Granby Street.

SHELLEY'S LUNCH ROOM, No. 1, 113 Commercial Place.

SHELLEY'S LUNCH ROOM, No. 2, 357 Main Street.

Among the most popular places in Norfolk are:

ST. DENIS HOTEL, corner Main Street and Roanoke Avenue.

STEVE SEELINGER'S, 10 Bank St.

HENRY SEELINGER'S, 39-41 City Hall Avenue.

AUDITORIUM CAFE, Main Street, opposite Atlantic Hotel.

These dining rooms have been fitted up in attractive and luxurious manner, for the comfort and pleasure of guests.

Portsmouth

HOTEL MONROE CAFE, corner Court and High streets.

HOTEL LAFAYETTE CAFE, Crawford, corner High Street.

PEARSON'S CAFE (stag), High, corner Water Street.

MOONEY'S LUNCH ROOM, 103 High Street.

HUGHE'S LUNCH ROOM, 116 High Street.

Boarding Houses, Norfolk

MRS. FANNIE H. DUNN, 145 Bute Street.

E. KELLEY, 124 Botetourt Street.

MRS. L. M. JOHNSON, 161 Botetourt Street.

MRS. E. R. BOHANNON, 339 Boush Street.

M. M. MILLER, 369 Boush Street.

F. A. WARREN, 812 Boush Street.

GEO. H. LEWIS, 807 Boush Street.

MRS. J. GRIMES, 408 Boush Street.

MRS. M. A. LAWLER, 101 Bank Street.

MRS. M. I. MARTIN, 109 Bank Street.

MRS. M. E. SPRUILL, 116 Bank Street.

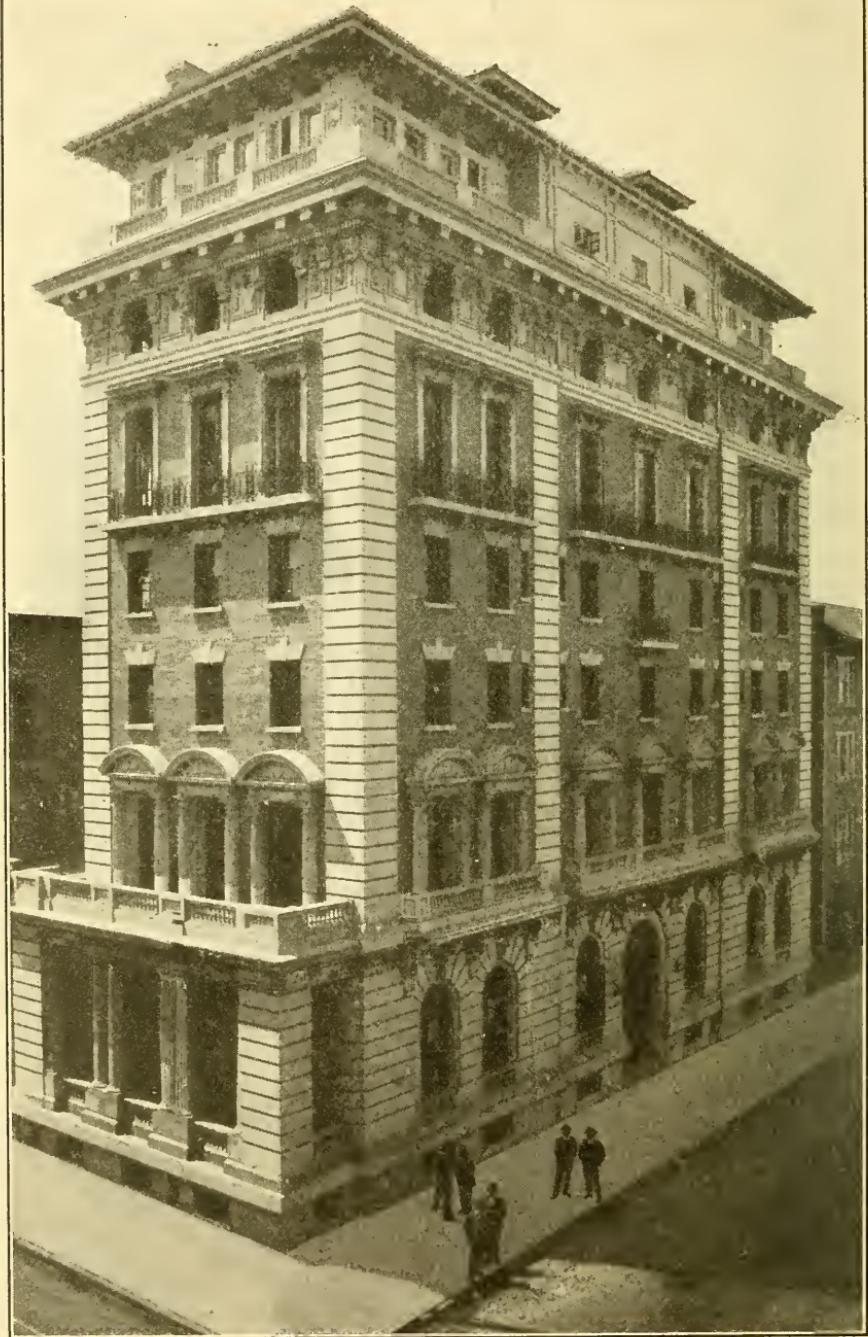
MRS. I. L. SYKES, 187 Bank Street.

MRS. M. A. WILLIAMS, 254 Bank Street.

MRS. W. T. DEY, 123 Bute Street.

W. M. MOORE, 137 Bute Street.

MRS. A. D. FIELD, 227 Bute Street.



Virginia Club—Plume and Granby Streets

- MRS. S. J. WHITETONY, 269 Bute Street.
MRS. S. B. POLLAND, 280 Bute Street.
MRS. A. B. EXALL, 294 Bute Street.
MRS. T. M. GARRET, 346 Bute Street.
MRS. A. B. WILLIAMS, 142 Charlotte Street.
J. H. HENLEY, 412 Duncan Avenue.
W. L. TRAVENCE, 432 Duncan Avenue.
MRS. L. O. EATON, 143 Duke Street.
MRS. MAGGIE GALLOP, 192 Duke Street.
MRS. M. T. WILKINS, 200 Fort Street.
MRS. J. P. ADAMS, 208 Fort Street.
MRS. CHARLES STELLWELL, 212 Fort Street
MRS. ANDERSON, 344 Freemason Street.
MRS. SIMMONDS, 405 Freemason Street.
MRS. STARR, 477 Freemason Street.
MRS. M. G. ROBERTS, 179 Freemason Street.
MRS. M. N. BAGLEY, 481 Freemason Street.
MRS. HARRIS, 521 Freemason Street.
MRS. MURRAY, 32 Boissevain Avenue.
F. H. SMITH, 415 Fairfax Avenue.
GEO. GOODE, 208 Gibbs Avenue.
MRS. HOMER ATKINSON, 189 Granby Street.
MRS. B. M. NUSSEARS, 191 Granby Street.
THE INDIANA, 285 Granby Street.
THE VIRGINIAN, 231 Granby Street.
MRS. JOHNSON, 322 Graydon Avenue.
MRS. BARCLAY, 338 Graydon Avenue.
M. CANNON, 418 Hamilton Avenue.
L. M. BLACK, 497 Hamilton Avenue.
MRS. W. S. WINNER, 280 Lewellyn Avenue.
L. E. WILSON, 200 Mason Avenue.
MRS. CAGGEN, 511 Mowbray Arch.
MRS. V. HODGES, 621 Mowbray Arch.
MRS. NEWMAN, 711 Mowbray Arch.
THE RALEIGH, 72 York Place.



Confederate Monument—Main Street and Commercial Place

Portsmouth

MRS. BERTHA V. ALBERTSON, 200 Court Street.

MISS LIZZIE MULHOLLAND, 701 Court Street.

MISS FANNIE TRANT, 706 Court Street.

MRS. ANN E. AYDELOTT, 408 County Street.

MRS. LULA JOHNSON, 703 County Street.

MRS. MARY V. MINTON, 704 County Street.

MRS. JENNIE WATKINS, 818 Dinwiddie Street.

MRS. MYRA C. WEAVER, 407 Dinwiddie Street.

MISS META WIGG, 319 Crawford Street.

MRS. BETTIE T. LUMLEY, 404 Middle Street.

MRS. V. M. MATTHEWS, 408 Middle Street.

MRS. S. F. LANGLEY, 806 Middle Street.

MRS. W. W. NEE, 220 High Street.

MRS. ADA L. MOORE, 507 North Street.

CRAWFORD HOUSE, 201 Queen Street.

Visitors who desire the services of a reliable company, who arrange accommodations, will find it to their advantage to address or call on the Tourists & Hotel Exchange, 26 Plume Street, Norfolk, Va. This company will book quarters for \$1.00 per person.

P. O. Substations

No. 1. SMOTHER'S DRUG STORE, Lamberts Point.

No. 2. MACHEN BROS. GROCERY, 27th and Granby streets.

No. 3. TAYLOR'S PHARMACY, Park and Brambleton aves.

No. 4. ATLANTIC CITY PHARMACY, 40 E. Avenue A.

No. 5. WEISEL'S DRUG STORE, Church and Queen streets.

No. 6. MOORE'S DRUG STORE, Granby and Charlotte sts.

No. 7. BILISOLY'S DRUG STORE, Church Street and Johnson Avenue.

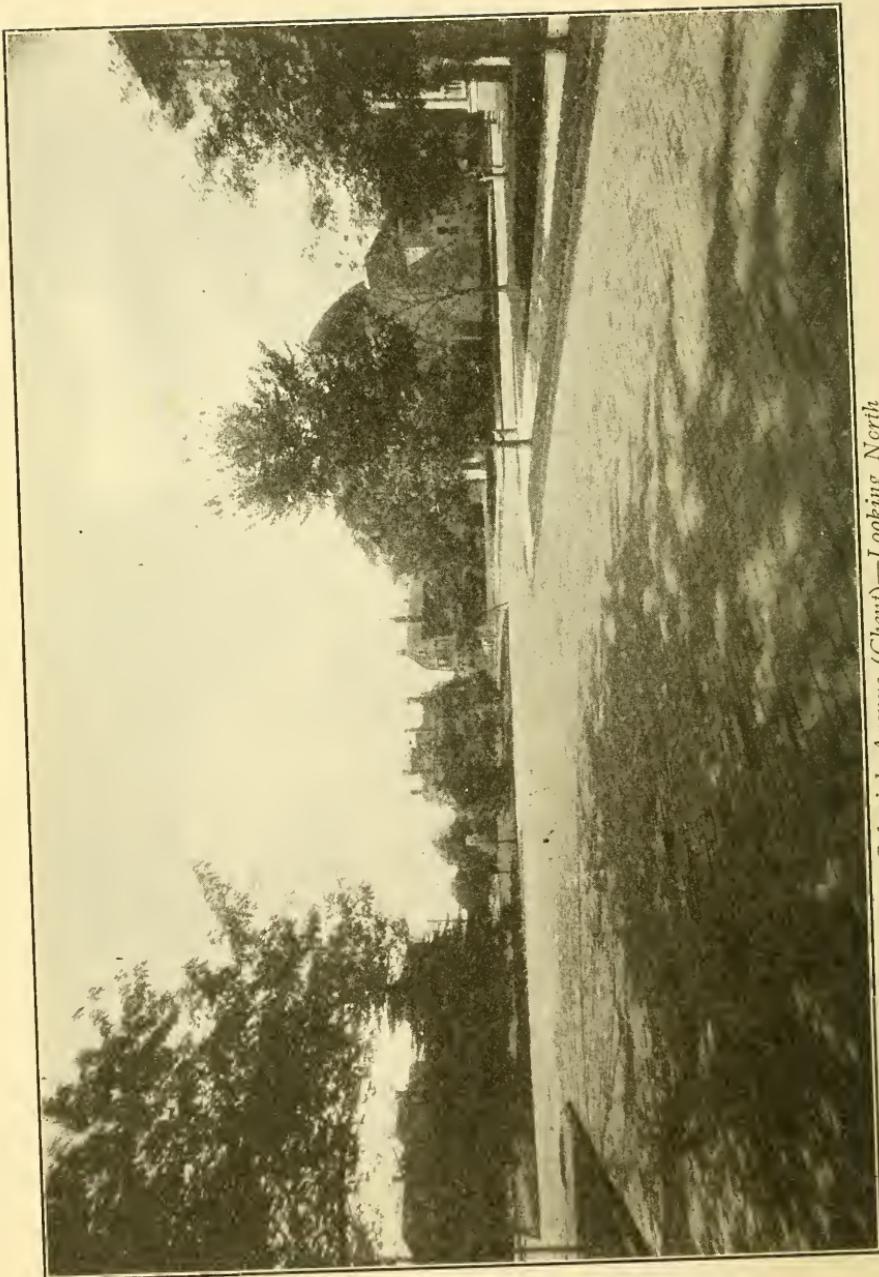
No. 8. BILISOLY'S DRUG STORE, Botetourt Street and Ghent Bridge.

No. 9. HURDLES' GROCERY, Myers Avenue and 36th Street.

No. 10. HOLMES' DRUG STORE, 196 Main Street, opposite Citizens Bank.

No. 11. MCKIMMIES DRUG STORE, Church and Holt streets.

No. 12. Berkley (8th ward) branch.



Colonial Avenue (Ghent)—Looking North

A Tour of Norfolk and Portsmouth

The most convenient point for starting on a tour of the cities is at the corner of City Hall Avenue and Bank Street, as it is there the visitor may obtain a good view of the City Hall, which is situated on Bank Street between Williams and Cove. The City Hall is a large, three-story brick and stone building of colonial design, surmounted by a lofty dome, and surrounded by spacious grounds covering an entire block. It was erected in the year 1847, and is designated as the actual center of old Norfolk. On the first floor are located the Corporation Court and the Court of Law and Chancery; on the second floor are the halls of the Common Council and Board of Aldermen and Circuit Court, the third floor being entirely used for the preservation of old city records. The Mayor's office, the office of the Clerk of the Corporation Court, and the City Dispensary occupy smaller buildings on the grounds in the rear of the City Hall.

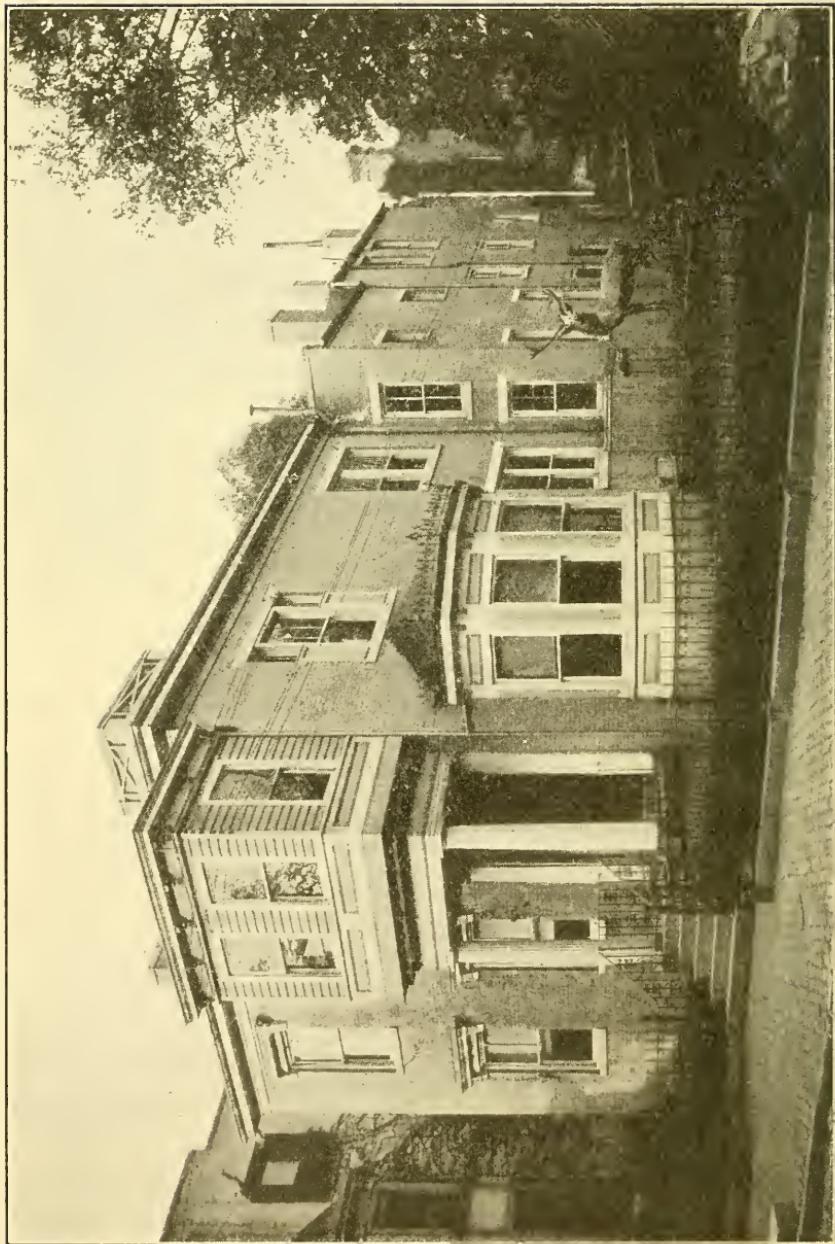
Proceeding in a westerly direction through City Hall Avenue, and just before turning into Atlantic Street, a view may be had of the City Market Building and Armory Hall, an immense three-story brick building covering the entire block surrounded by City Hall Ave., Brewer St., Courtney St., and Monticello Ave. The offices of the Water Department occupy a portion of the ground floor, the remainder being used by the City Market. On the second floor are the offices of the Board of Control, City Treasurer, Auditor, City Collector, City Engineer, and Commissioner of Revenue; also on this floor is the Armory Hall. This hall is one of the largest in the South, being 156 feet long and 92 feet wide, with hanging galleries around the entire interior. It has a seating capacity of about 6,000. On the third floor are located the quarters and social halls of the Norfolk Light Artillery Blues and Companies A, B, and E of the Seventy-First Virginia Regiment. Directly opposite the City Market and Armory Building, and on the northwest corner of City Hall Ave. and Atlantic St., is the station of the Norfolk & Atlantic Terminal Co. (Sewell's Point division of the Norfolk & Ports-

mouth Traction Co.). Turning into Atlantic Street, and going toward Main, you pass the Board of Trade Building, a modern seven-story commercial and office building of red brick and buff trimmings, situated at the northeast corner of Plume and Atlantic streets. The entire seventh floor is occupied by the Board of Trade and Business Men's Association. On the southwest corner of Plume and Atlantic streets stands the U. S. Post Office and Court House Building, a monumental structure of Renaissance design, simple and dignified in its main outlines. The external measurements of the building are 91 feet on Plume Street by 120 feet on Atlantic Street, three stories in height. The materials used for facing exterior walls are Indiana limestone and brick. There are two entrances leading to the first floor, or Post Office lobby, the main entrance being on Plume Street, and another entrance on Atlantic Street; both of them lead to the lobby which extends along the two street fronts of the building. The interior of the Post Office is arranged and equipped in the most modern manner for the quick dispatch of mails. The General Delivery windows are directly in front of the Plume Street entrance, and the Money Order and Registry departments to the right of this entrance at the extreme end of the lobby. Directly in front of the Atlantic Street entrance is the Mailing Department, and to the right are the Stamp Windows. At the extreme south end of the Atlantic Street lobby is the entrance to the Postmaster's office, and a stairway and elevator give access to the second and third stories. On the second floor is the U. S. Court-room, a spacious and lofty apartment with a gallery for spectators. The Clerk's office, District Attorney's office, Grand Jury room, and Witness rooms are also on this floor. On the third floor are the U. S. Marshall's offices, Post Office Inspector's office, U. S. Court gallery, and rooms of the Petit Jury, Railway Mail Agents, Civil Service Commission, and Law Library. A unique feature of the building is the arcaded "cortile," fifty feet square, extending through the second and third stories, introduced for the purpose of providing light for the working space of the Post Office below. Mosaics, Italian marble, and faience are used extensively for finishing the public portions of the building, and vaulted ceilings, consistent with the style of architecture are also largely introduced. The con-

struction of the building throughout is fire-proof, and the whole structure is equipped with the most complete modern plumbing, heating, ventilating, and electric lighting appliances.

At the northeast corner of Atlantic and Main streets is the National Bank of Commerce, which occupies the entire first and mezzanine floors of their magnificent modern 14-story fire-proof building. The building fronts 45 feet on Main Street, and 135 feet on Atlantic Street. The exterior walls are of granite, sand-stone, and mottled gray brick. The extreme height from the sidewalk to the top of the restaurant is 168 feet. The striking feature of the building is the large and perfectly appointed counting room of the bank. The entrance to the building is approached from Main Street, and that leading into the bank is directly ahead, being equipped with two massive bronze doors and two glass day doors. Entering the latter, the visitor is at once in a commercial fairyland, the beauty and palatial effect of which must be seen to be fully appreciated. The public lobby is separated from the different departments by means of skyros (Greece) marble counters, on which are mounted heavy solid bronze screens. Massive wall and individual columns, with a patent scagliola surface, give a beautiful marble effect that at once attracts the eye of the observer. These columns have cores of steel, on which the great weight of the entire building rests. The pedestals are of skyros marble, and the caps are of plaster, made to resemble the bronze effect that is in evidence throughout the interior. The ceiling is finished in ornamental plaster work, old ivory in tint, artistic and delicate in design. There are three electric elevators in the front of the building, two of which take passengers to the twelfth floor, and the other goes to the restaurant on the roof. Above the mezzanine floor the remainder of the building contains 209 offices. From the restaurant on the fourteenth floor, visitors may obtain an ideal view of the city and surrounding country.

Directly opposite the National Bank of Commerce is the St. Denis Hotel and Cafe. Turning to the right into Main Street, and proceeding toward Granby, you pass the Norfolk National Bank, an old and powerful financial institution.



B. P. O. Elk's Home—College Place

A little further on is the Academy of Music, Norfolk's oldest theater, and diagonally across the street is the Y. M. C. A. Adjoining this is the modern 7-story fire-proof Citizens Bank and office building. The exterior walls are of buff brick, with terra cotta trimmings. The first floor is occupied by the large and perfectly equipped counting room and various departments of the Citizens Bank, one of the oldest and foremost institutions of its kind in this city. To the left of the banking department is a large entrance and lobby, where elevators lead to the upper floors and business offices. On the roof of this building is located the U. S. Weather Bureau signal tower and U. S. time ball.

Next to the Citizens Bank, and almost at the foot of Granby Street, stands the U. S. Custom House, an imposing 3-story stone building of colonial design. It was first occupied by the government Oct. 26, 1858. On the first floor are located the offices of Surgeon, Public Health and Marine Hospital Service. On the second floor are the offices of Engineer of the U. S. Army, Internal Revenue, Hydrographic Office, and Collector of Customs. On the third floor are the offices of the U. S. Pay-Director, Pension Examiner, and Supervising Inspector of Steam Vessels. Turning into Granby Street a good view is obtained of the new 7-story Atlantic Hotel and office building. Just across from the Main Street entrance of this hotel stands the Atlantic Trust & Deposit Company's new 6-story building, and adjoining this is the Auditorium Cafe for ladies and gentlemen, one of the most popular and exclusive places in the city. The large dining room is handsomely furnished. There are several booths for private parties.

Proceeding up Granby Street, the visitor passes, at the southwest corner of Plume Street, the beautiful 7-story building of the Virginia Club. On the northwest corner is the Law Building, and on the northeast corner is the Chamberlain Building. On the north side of Plume Street, a few doors to the right of Granby, is the Hotel Neddo. At the intersection of City Hall Avenue, are the Savoy Hotel on the southwest corner, and the Haddington Hotel on the southeast corner. The new Fairfax Hotel is on the south side of City Hall Avenue, corner of Randolph Street,

**A GENTLEMAN
His WIFE
Or His DAUGHTER**

Will find all the comfort and repose of an elegant, well-
ordered, and modern restaurant at the

**Café
St. Denis**

High-Class Service at Moderate Prices

**OUR STEAMED OYSTERS
Are Unsurpassed**

Sea foods and game in season.

Cuisine unexcelled.

Special food dishes for after-theatre parties.

Handsome dining rooms, light and bright,
for clubs or private parties.

Main Street's "Passing Show" ever in view
from our dining room windows.

Cafe ST. DENIS, J. P. M. JOYCE, Prop.

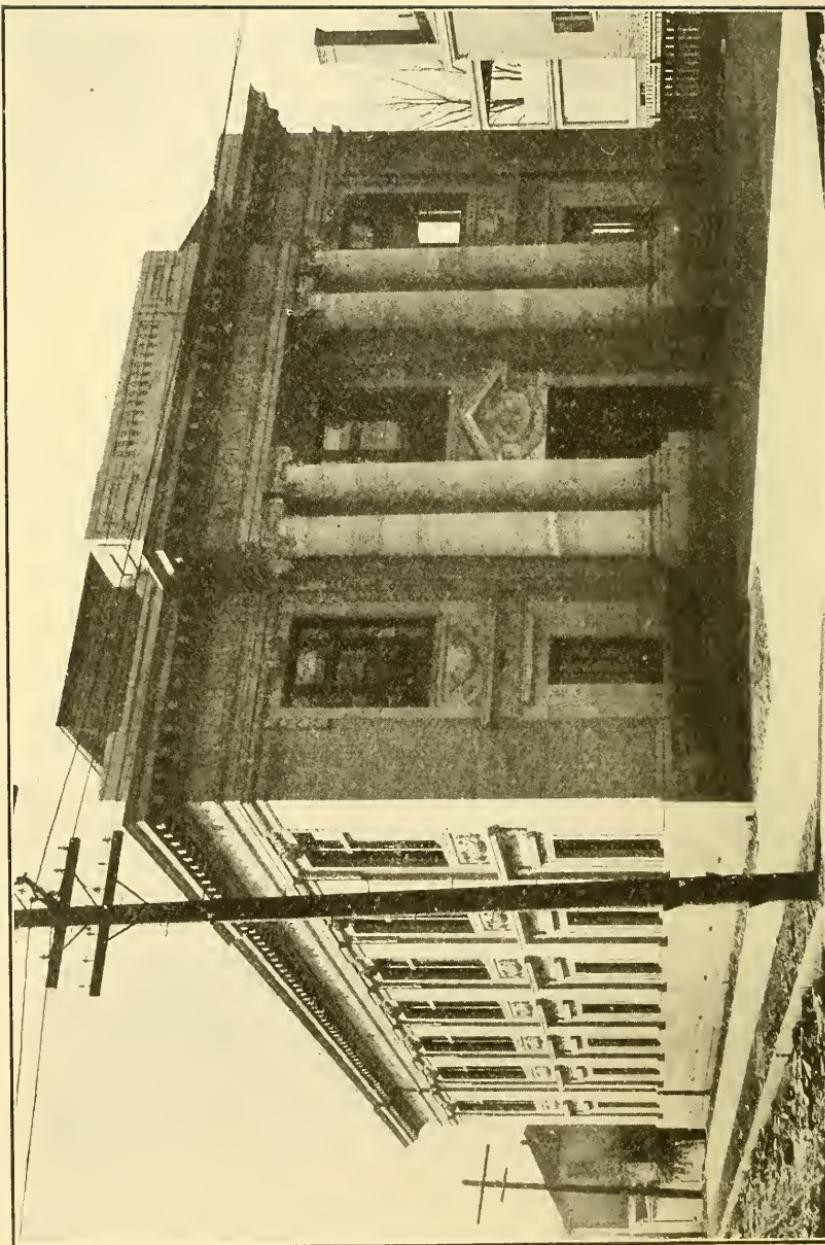
**Main St., corner Roanoke Ave.
NORFOLK, VA.**

just a little to the left of Granby Street. The Monticello Hotel occupies the entire block on City Hall Avenue, between Granby Street and Monticello Avenue, and extends up Granby Street to Brooke Avenue. The main entrance is on the City Hall Avenue front. There is also an entrance on Granby Street. A few doors above is the "Granby," a ~~cozy~~ little theater, playing to popular prices. Directly opposite and on the corner of Brooke Avenue are the Tazewell Apartments. At the corner of Tazewell Street stands the handsome Lorraine Hotel. The new Colonial Theater is on Tazewell Street, just to the rear of and adjoining the Lorraine Hotel.

Passing College Place, an excellent view is obtained of the home of Norfolk Lodge No. 38 B. P. O. Elks. On the corner of College Place stands the Algonquin Hotel, and further up Granby Street you pass the new Colonial Hotel. At the intersection of Freemason Street is the 9-story modern Lynnhaven Hotel. Turning to the left into Freemason, and going in a westerly direction, the Merrimac Apartments and the beautiful Epworth M. E. Church are passed at the intersection of Boush Street. A little on to the left is the First Church of Christ (Christian Scientist), and on the right, near Duke Street is St. Christopher's Hospital.

At the southeast corner of Duke and Freemason streets stands one of the oldest residences in the city. Near Yarmouth Street on the left are the Marlborough Apartments and along Freemason, between Yarmouth and Botetourt streets, are a number of the most beautiful of Norfolk's old residences. The Carnegie Library is on the left, at the corner of Thomas Street. Turning to the right into Botetourt, and going in a northerly direction, the Botetourt Hotel is passed at the intersection of Bute Street. Crossing Ghent Bridge, which connects old Norfolk with the new residential section (Ghent), an excellent view of the Holland Apartments (immediately in front) and Sarah Leigh Hospital (to the right) is afforded. Turning to the left into Mowbray Arch, and continuing around to Colonial Avenue, and thence along Colonial Avenue, the visitor passes some of the most beautiful and costly residences in Norfolk. At the intersection of Olney Road are the Vendome Apartments, and at the

Carnegie Library—Freemason and Thomas Streets

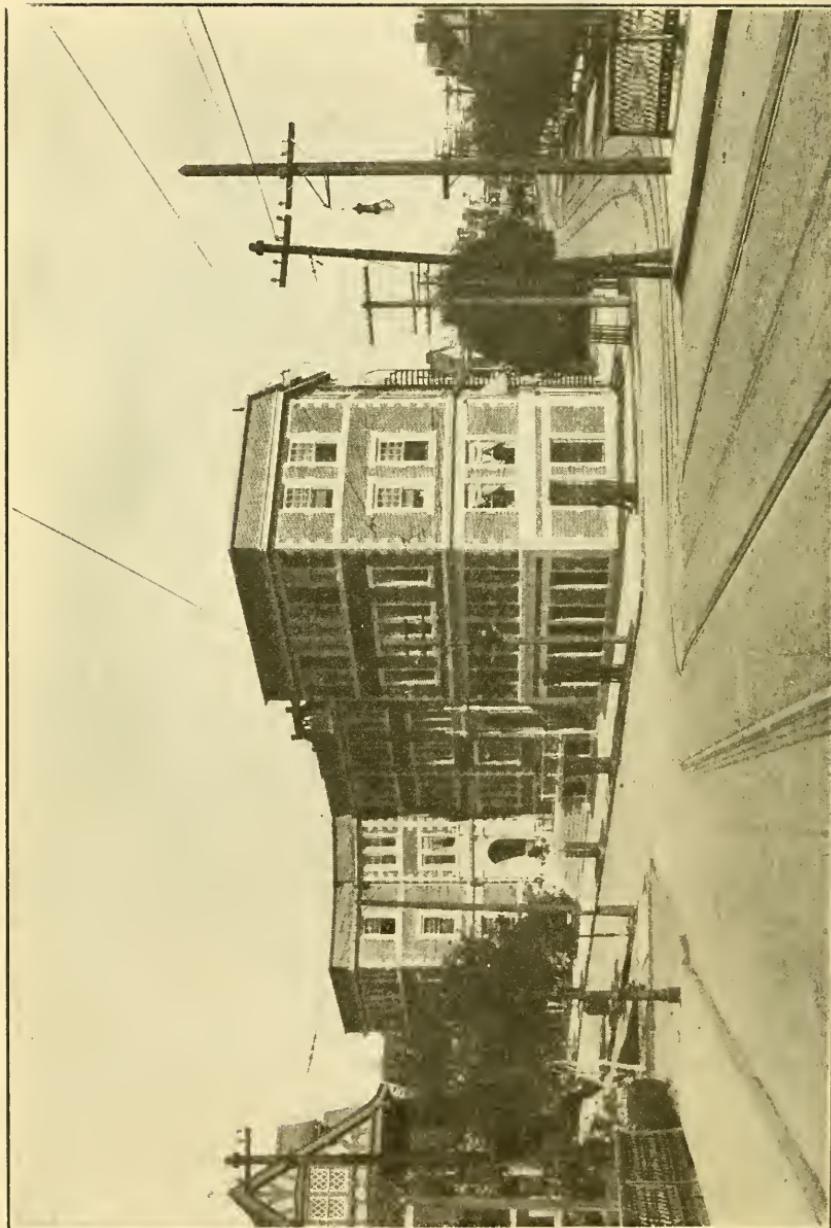


corner of Raleigh is the Second Presbyterian Church. Through Raleigh to Colley Avenue, Stockley Gardens, and Raleigh Square Apartments are passed. Looking across Stockley Gardens to the left the new (Hebrew) Ghent Club may be seen. As the turn to the left into Colley Avenue is made, a view may be had of the Protestant Hospital. Proceeding through Colley Avenue, the Atlantic City School No. 1 is on the left, and a little further on to the right is the Norfolk Knitting Mills. As you turn into Front Street, old Fort Norfolk may be seen on the right. It occupies about 15 acres of ground on the water front, and was built in 1812; it was held by the Federal troops during the last two years of the Civil War, and one of the buildings, whose walls are four feet six inches thick, was used as a prison for many Confederate soldiers. The place is now used only as a storage room for ammunition of the U. S. Navy.

The extensive cotton warehouses of the Norfolk Warehouse Association occupy the water front for several blocks along Front Street. The Cotton Exchange Building is on the left midway between Colley Avenue and Atlantic City Bridge. It is here that the cotton interests of Norfolk are centered. Crossing the Atlantic City Bridge, and proceeding along York Street to the intersection of Dunmore, the Sacred Heart (Catholic) Church may be seen on the left, and the Taylor homestead, which occupies almost an entire block between Dunmore and Yarmouth, is on the right. Continuing through York Street and York Place, a turn is made to the left into Granby Street, and from there to Lafayette Park an excellent drive along Granby Boulevard is afforded.

After a trip through the spacious grounds of Lafayette Park, the tour takes the visitor back through Granby Boulevard until Bute Street is reached. Here the St. Luke's Church (Episcopal), one of Norfolk's most beautiful edifices, is seen on the left. At the northeast corner of Freemason Street is the First Baptist Church. Turning to the left into Freemason Street, and going in an easterly direction, the Ohef Sholem (Hebrew) Temple is passed at the corner of Monticello Avenue, and the Masonic Temple, at the corner of Brewer Street. Bank Street is next reached, where may be seen the residences of Hon. Barton

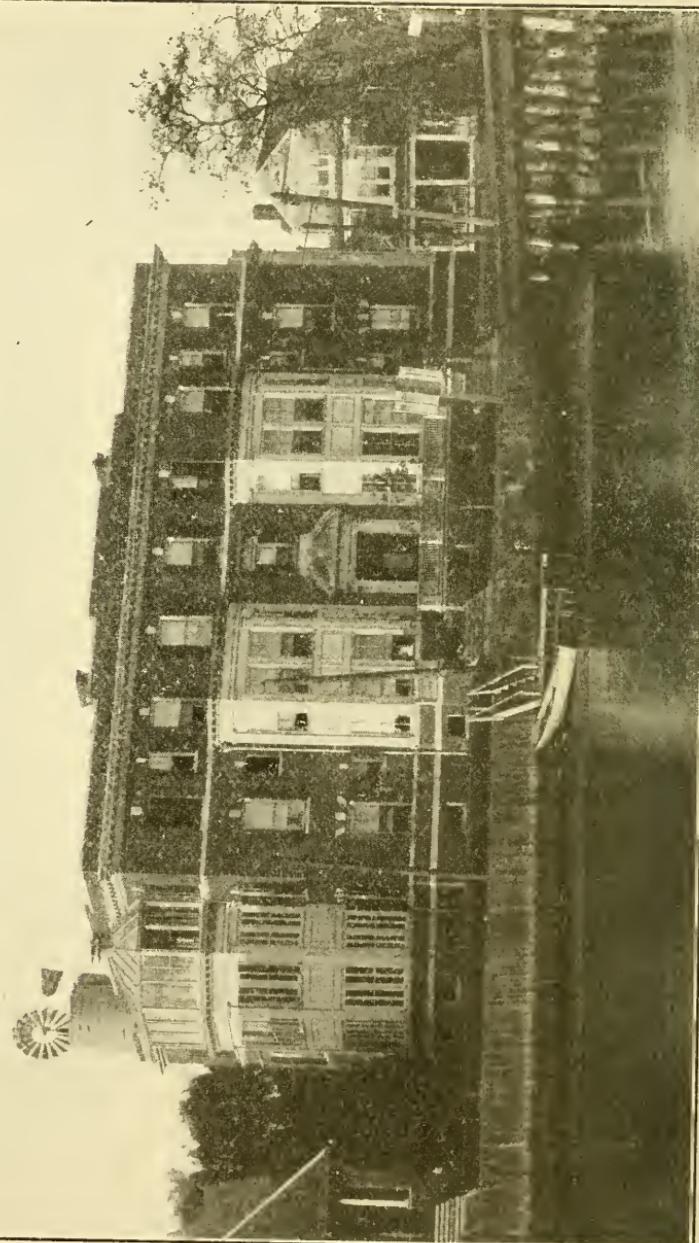
View of Holland Apartments from Ghent Bridge



Myers (southwest corner), and the Margolius residence (southeast corner), two of Norfolk's landmarks. The Imperial Apartments are located next to the Margolius residence, and on the northeast corner is the Freemason Street Baptist Church. Between Freemason and Charlotte streets on the right-hand side of Bank, stands the Norfolk Academy, in the center of spacious grounds. This school was built in the year 1840. On the northeast corner of Charlotte is another of Norfolk's modern public schools. Continuing through Charlotte to Church Street, and up Church to Wood Street, the visitor is given a splendid view of the beautiful building and grounds of Hospital St. Vincent de Paul, which extends for nearly two blocks along Wood Street. Going down Chapel Street, the Catholic Orphan Home is passed at the corner of Mariner, and on the southeast corner of Holt, stands the St. Mary's Catholic Church, a highly ornamental and imposing edifice. On the northwest corner is the home of the Young Men's Association. At the intersection of Fenchurch Street is the Holt Street public school. Continuing through Holt Street, a turn is made to the left into Church Street. The First Presbyterian Church is seen on the left, and on the right is the old St. Paul's P. E. Church and burial ground. This is one of the most historical points of interest in the city. The beautiful church, with its clinging ivy, standing in the midst of its ancient churchyard, which comprises nearly two acres, was built in the year 1739. The cannon ball, now imbedded in the upper southeast corner of the church, was fired by Lord Dunmore during the British bombardment of Norfolk, on January 1, 1776. The initial "B" on the south wall stands for Samuel Boush, who gave the land. The brick and woodwork of which the church is constructed was brought from England. One of the treasures of the church is John Hancock's chair. It is the one in which he sat when the Declaration of Independence was signed, and is preserved as a relic of great value. In the burial ground, moss-covered tombs, with curious epitaphs, mark the last resting place of some of Norfolk's earliest inhabitants.

Further down Church Street, and on the right between Cove and Plume, is the hall of the I. O. O. F., and nearly opposite is the new home of the Fraternal Order of Eagles. The present headquarters of the Naval Y. M. C. A. are located in front of

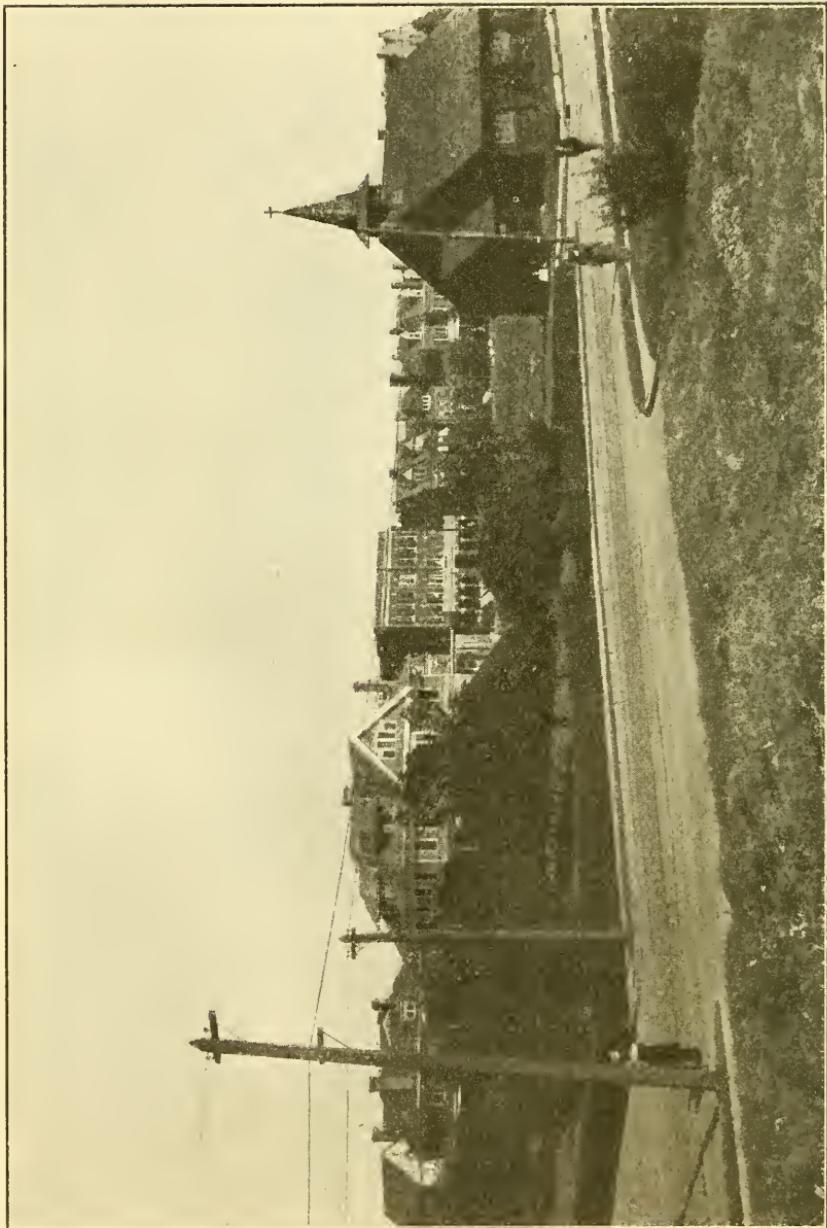
Sarah Leigh Hospital—Mooray Arch Ghent



Plume Street. The new Naval Y. M. C. A. will be erected at the corner of Brooke Avenue and Boush Street, the site and building to cost \$250,000, being donated by John D. Rockefeller. Turning to the right into Main Street and proceeding toward Commercial Place, you pass the Victoria (Stag) Hotel and the Majestic Theater on the left. At the head of Commercial Place stands a monument erected to the memory of the Confederate dead. With all its activity and every day hurry in the building of a great city, Norfolk has not forgotten the boys in gray, who went forth to the field of battle in 1861. On the 22d of February, 1899, the corner stone was laid at the corner of Main Street and Commercial Place. The base is surmounted by a shaft fifty feet high, and while not yet complete, it stands to-day a beautiful and fitting testimonial to the devotion and valor of those who sacrificed their lives during the great struggle between the North and South.

The ferries connecting Norfolk with Portsmouth have their terminals directly at the foot of Commercial Place. Steamers leave Norfolk for Portsmouth and Berkley ward every few minutes. While crossing the Elizabeth River, an excellent view may be had of the Garrett Winery and its mammoth clock (the largest in the world). After landing at Water Street terminal, and turning into High Street, Portsmouth's main thoroughfare, the Seaboard Air Line passenger station is seen on the left. At the corner of Crawford Street, near the curbing, is imbedded a stone tablet commemorating the visit of the Marquis de Lafayette in the year 1821. Going south through Crawford and First streets (a continuing of Crawford), the visitor enters the main gate of the Norfolk Navy Yard, one of the largest and best equipped naval stations in the United States, and it is here an hour may be pleasantly spent in going over the grounds and through the different buildings. Captured relics, which consist of torpedoes, Gatling guns, cannon and shell, and a variety of material used in warfare, may be seen here. After leaving the Navy Yard, the tour is continued through Lincoln to Fourth, and through Court to High, where, in the center of the street, stands the Confederate monument, to the left of which is the Norfolk County Court House, and to the right is the Hotel Monroe. Continuing through Court and North streets to

Stockley Gardens—Ghent



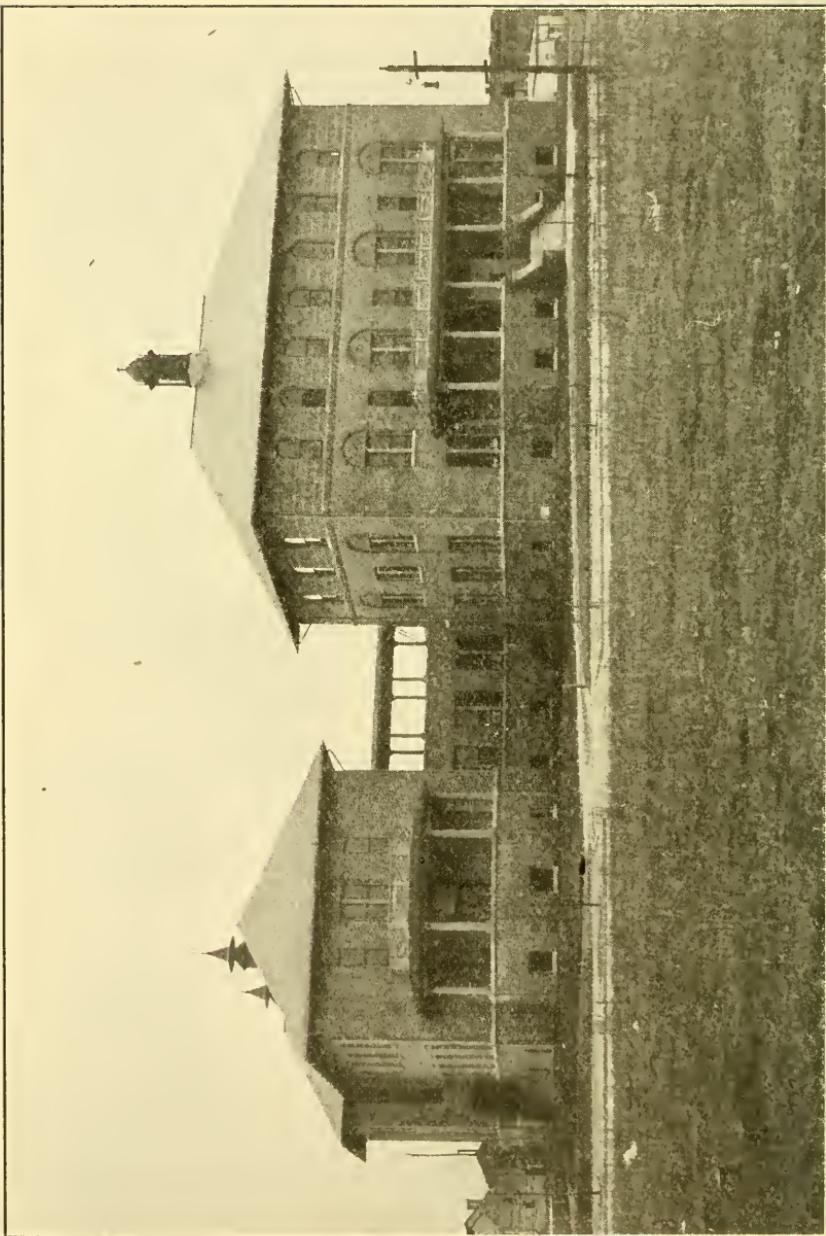
Green, the visitor passes in this section some of Portsmouth's oldest and most beautiful residences.

The entrance to the spacious grounds of the U. S. Naval Hospital is at the foot of Green Street. The hospital building was erected in the year 1829, and stands near the center of a forest grove of seventy-five acres, which forms a peninsula projecting into the Elizabeth River. It is here the disabled U. S. sailors and marines are cared for by the U. S. Government. From "Hospital Point" a splendid view of the entire harbor and the extensive water front of Norfolk may be had. Looking down the river the mammoth coal piers and export warehouses of the Norfolk & Western Railway, at Lambert's Point, may be seen. The tour is practically ended here, and the return to Norfolk is made through Green Street to High, and to the ferries.

Theaters and Other Places of Amusement

The Academy of Music is located at 210-212 Main Street. This is an old and famous playhouse, where some of the most important operas and dramas are presented. This theater was created by the late¹ H. D. Van Wyck, and formally opened in 1880. The interior of the house was recently remodeled and greatly improved, and is to-day one of the finest and best equipped playhouses in the South. The prices of admission range from \$2.00 to 25 cents, according to location, and the seating capacity is about 1,400.

The Colonial Theater is located on Tazewell Street, between Granby and Boush streets. This is a new and modern playhouse, where only the highest class attractions are presented. This is one of the Schubert, Belasco theaters, which insures only the very best productions of musical comedies, operas, and dramas. Prices of admission range from \$2.00 to 25 cents according to location, and the seating capacity is about 1,800.



Norfolk Protestant Hospital—Colley Avenue

The Granby Family Theater is located at 113-117 Granby Street. This is one of the important theaters where popular priced attractions are presented. This playhouse opened January 21, 1901, and has been most successful, as is attested by the crowds which daily patronize it. The prices of admission range from 50 cents to 15 cents, according to location, and the seating capacity is about 1,300.

The Majestic Theater is located at 349 Main Street. This is a new and very attractive theater, where burlesque and vaudeville attractions are presented. The prices of admission range from 25 cents to 10 cents, according to location, and the seating capacity is about 900.

The most important variety theaters are: Acme Theater, Auditorium Theater, Bijou Theater, and Manhattan Theater. These playhouses are located along Union Street, between Commercial Place and Nebraska Street. All of them present vaudeville and continuous performances, frequented by men only.

Lyceum Theater. This is a very attractive little theater, located at 322 High Street, Portsmouth, where popular price attractions are presented. Prices of admission range from 50 cents to 15 cents, according to location, and the seating capacity is about 900.

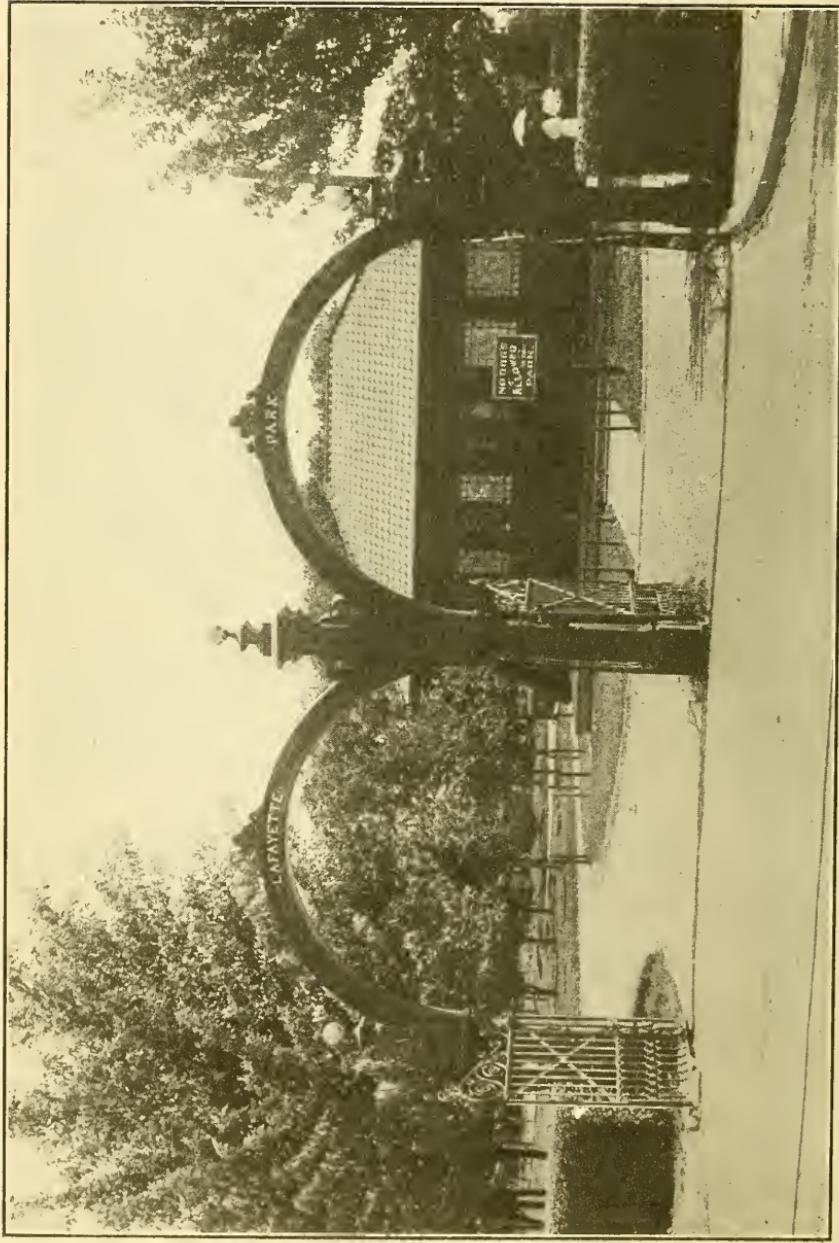
Automatic Vaudeville. This place of amusement is located at 380 Main Street.

Wonderland (Automatic Vaudeville) is located on Granby Street near City Hall Avenue.

Garrick Theater (Automatic Vaudeville) is located on Church Street between Freemason and Charlotte streets.

At these three, and numerous other places of a similar character, visitors may spend an evening very pleasantly. The latest musical productions may be heard, and the most interesting moving pictures seen.

Air Dome Theater, 13th Street and Granby. Open air concert.



Entrance to Lafayette Park—Church Street Extended

Summer Resort Theaters

Ocean View Casino. This popular playhouse is located at Ocean View, about twenty minutes ride from the city. First-class vaudeville and other attractions are presented here during the summer months. Prices of admission range from 50c to 15c.

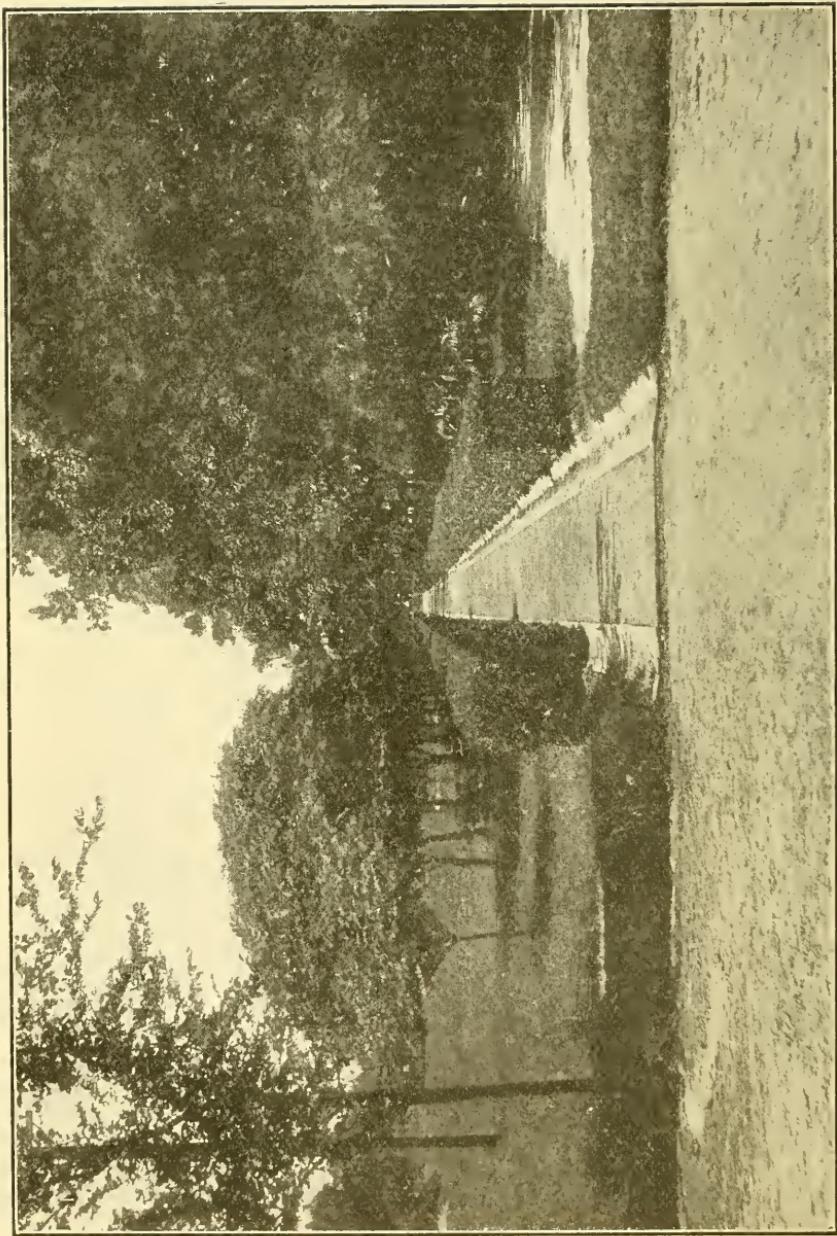
Pine Beach Theater. This is another attractive place of amusement, and is located at Pine Beach, on the pavilion. It may be reached by trolley from the city within thirty minutes. Performances of a high order are presented daily during the summer months. Prices of admission range from 50 cents to 15 cents. There are a number of other smaller theaters at Pine Beach outside of the Exposition grounds, which offer amusements of various kinds at popular prices.

Parks

Lafayette Park. This is Norfolk's principal place of recreation, located on Church Street at the extreme end of Granby Street, and contains 114 acres of ground beautifully improved and laid off into winding driveways and paths, along which vari-colored flowers and shrubbery are planted. A large pine grove, covering several acres near the center of the grounds, where swings and other amusement devices are arranged, afford an ideal playground for the children. The eastern end of the park borders along Tanners Creek (a magnificent sheet of salt water), where boats may be obtained for pleasure parties or fishing purposes. The Zoo is located in the extreme southeastern part of the grounds. This park may be reached by the Norfolk & Portsmouth Traction Company's main line cars (red or white lights) going north through Church Street, or River-view division cars (blue light) going north through Granby, or the Bay Shore Terminal northbound cars, all of which pass the main entrance at frequent intervals.

Fitzhugh Lee Park is located on Duke Street at the head of North, and extends to Yarmouth Street Bridge. This is a very pretty little park, attractively arranged, and is a place of recreation for those residing in the Ghent section. It may be reached by the Bay Shore Terminal northbound cars, and is only about fifteen minutes' walk from the downtown section north through Duke Street.

View of Grounds—Lafayette Park



Churches

There are more than one hundred churches in Norfolk and Portsmouth, comprising over a dozen independent and semi-independent denominations. They are so scattered throughout these cities that the worshiper need not go far from his home or stopping place in order to find the church of his choice, and worship in the form to which he has been accustomed. Most of the leading Protestant and Catholic churches advertise their services for the succeeding Sabbath in the religious-notice column of the daily papers on the preceding Saturday. In all the churches strangers are cordially welcomed and given seats by the ushers. Arranged alphabetically, the principal denominations and the most prominent churches of these denominations are as follows:

Norfolk Churches Baptist

FIRST, Freemason Street corner Granby.

FREEMASON STREET, corner Freemason and Bank streets.

GRACE, corner Wood and Chapel streets.

PARK AVENUE, corner Highland and Park avenues.

PARK PLACE, corner Colonial Avenue and Thirty-second Street.

BURROWS MEMORIAL, corner Shenandoah and Parker avenues.

CENTRAL, corner Olney Road and Manteo Street.

SPURGEON MEMORIAL, 120 Windsor Avenue.

Christadelphian

CHRISTADELPHIAN ECCLESIA, 317 W. Brambleton Avenue.

Christian

MEMORIAL TEMPLE, corner Cook and Tunstall avenues.

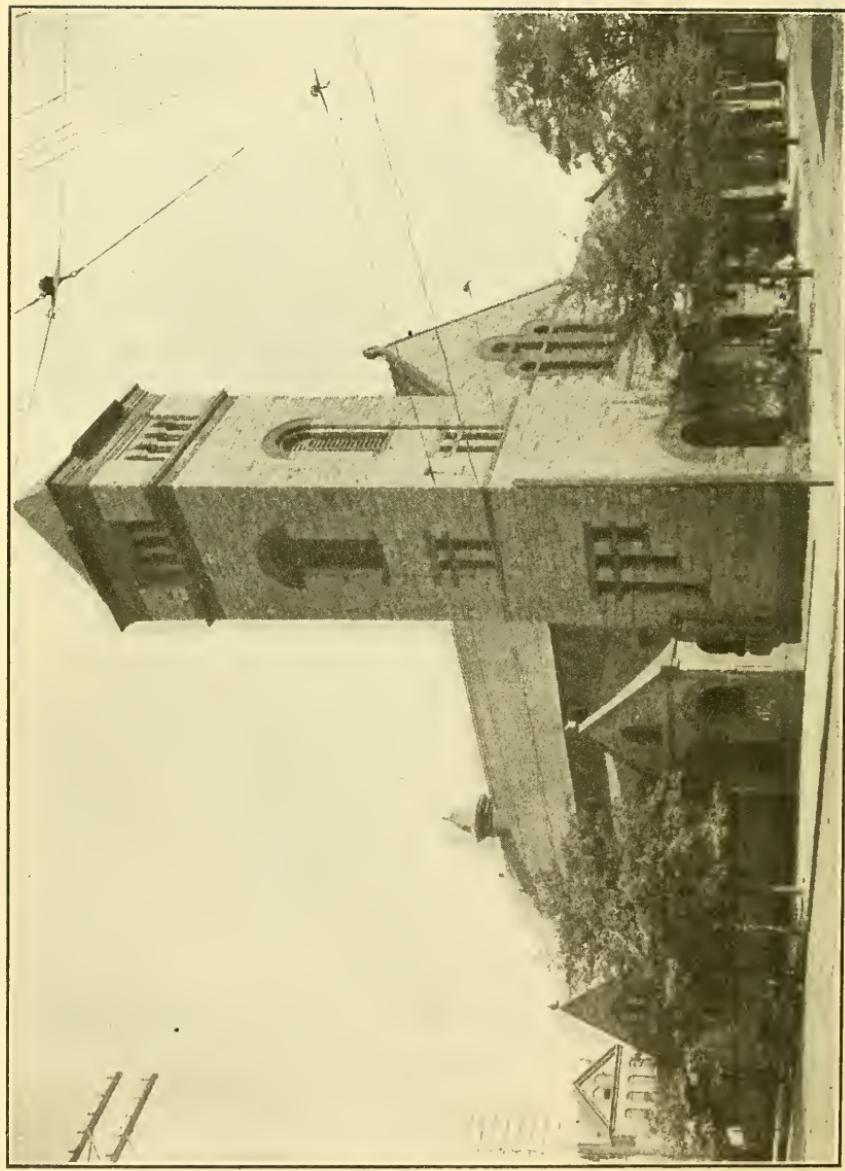
SECOND CHURCH OF CHRIST, cor. Colley Ave. and Guilbert St.

Christian Scientist

FIRST CHURCH OF CHRIST, 261 Freemason Street.

Disciples

FREEMASON STREET CHURCH OF CHRIST, 410 Freemason Street.



St. Luke's Church—Bute and Granby Streets

Episcopal

CHRIST CHURCH, corner Freemason and Cumberland streets.
 EMANUEL CHAPEL, Chapel near Queen streets.
 SAINT LUKE'S, corner Bute and Granby streets.
 SAINT PAUL'S, Church Street near Cove.
 SAINT PETER'S, E. Brown Avenue near Clay.
 SAINT MARK'S, Myers Avenue, corner 36th Street.

Jewish

BETH EL HEBREW CONGREGATION, 157-163 Cumberland St.
 CONGREGATION B'NAI ISRAEL, Cumberland Street near Cove.
 OHEF SHOLEM TEMPLE, Freemason, corner Monticello Ave.

Lutheran

FIRST, 98-100 Charlotte Street.

Methodist

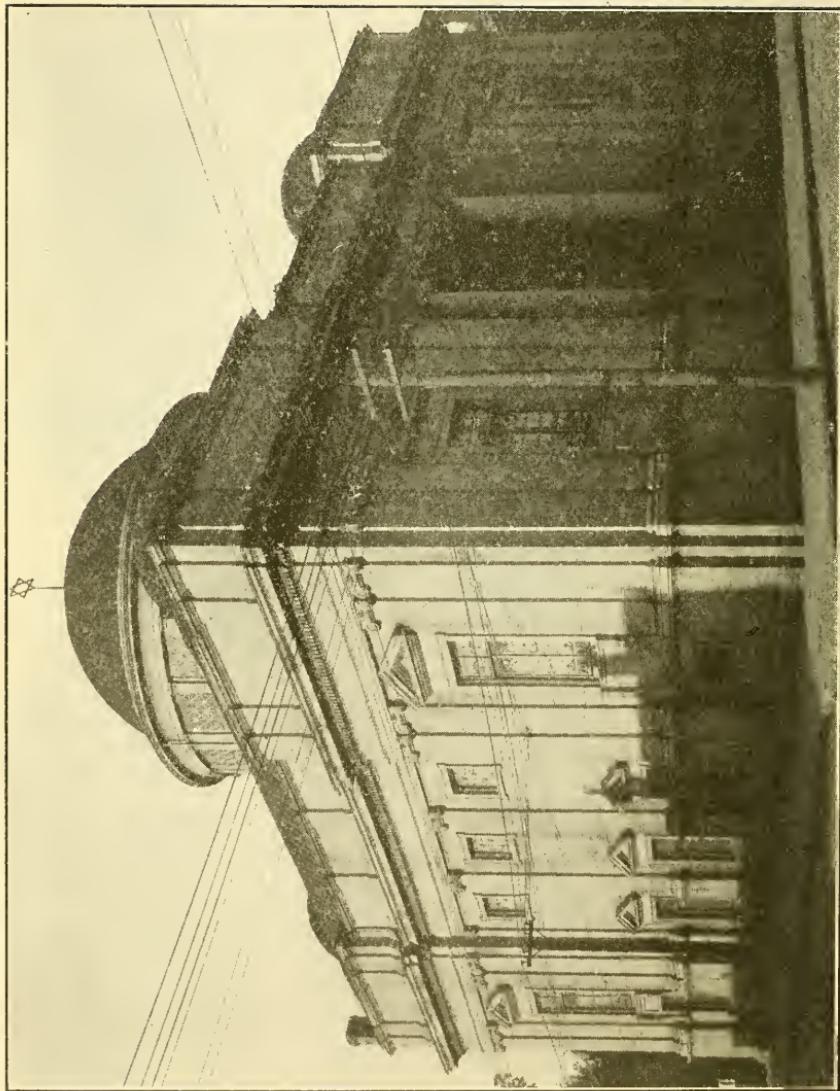
EPWORTH, corner Freemason and Boush streets.
 CUMBERLAND STREET, corner Freemason and Cumberland streets.
 EPWORTH, corner Freemason and Boush streets.
 CUMBERLAND STREET, corner Freemason and Cumberland streets.
 GHENT, Raleigh Avenue near Stockley Gardens.
 PARK PLACE, corner Omohundro and 31st streets.
 QUEEN STREET, corner Queen and Pulaski streets.
 CENTENARY, 6-14 Queen Street.
 MCKENDRE, corner Claiborne and Clay avenues.
 HUNTERSVILLE, Johnson Avenue near Church Street.
 TRINITY, Maltby and Corpres avenues.
 WESLEY MEMORIAL CHAPEL, Calvert St. corner Maltby Ave.
 LE KIES MEMORIAL, corner Camp Avenue and Fort Street.
 LAMBERTS POINT, Lamberts Point.

Presbyterian

FIRST, 259-271 Church Street.
 SECOND, Yarmouth near Hall Street.
 COLLEY MEMORIAL, corner Avenue C and Colley.
 GHENT, Colonial Avenue near Redgate.
 LAMBERTS POINT, Elkhorn, corner Shenandoah Street.
 PARK AVENUE, 109-111 Park Avenue.
 PARK PLACE, 28th Street, corner Lewellyn Avenue.

Roman Catholic

SAINT MARY'S, corner Chapel and Holt streets.
 SACRED HEART, corner York and Dunmore streets.



Ohel Sholem Temple—Freemason Street and Monticello Avenue

Norfolk Colored Churches Baptist

BUTE STREET, 528 Bute Street.

QUEEN STREET, 245 Queen Street.

BANK STREET, corner Charlotte and Bank streets.

CALVARY, 682-684 Church Street.

Christian

LONE STAR, Suffolk Street near James.

Episcopal

GRACE, corner Cumberland and Kent streets.

Methodist

BROWN MEMORIAL, corner Church St and Princess Anne Ave.

METROPOLITAN, 323 Church Street.

ZION MISSION, corner Moseley and Pulaski streets.

JAMES STREET, 32-34 James Street.

SAINT JOHN'S, 595 Bute Street.

SAINT LUKE'S, corner Scott and St. Paul streets.

Presbyterian

TIDEWATER, 338 Queen Street.

Berkley Ward Churches

Baptist

BERKLEY AVENUE, Berkley Avenue, corner Liberty Street.

Christian

MAIN STREET, corner Main and Virginia streets.

Episcopal

SAINT PAUL'S, corner Chestnut and Washington streets

SAINT THOMAS', Berkley Avenue, near Main Street.

Jewish

MICKRO-KADOSH SYNAGOGUE, Eleventh, near Liberty Street.

Methodist

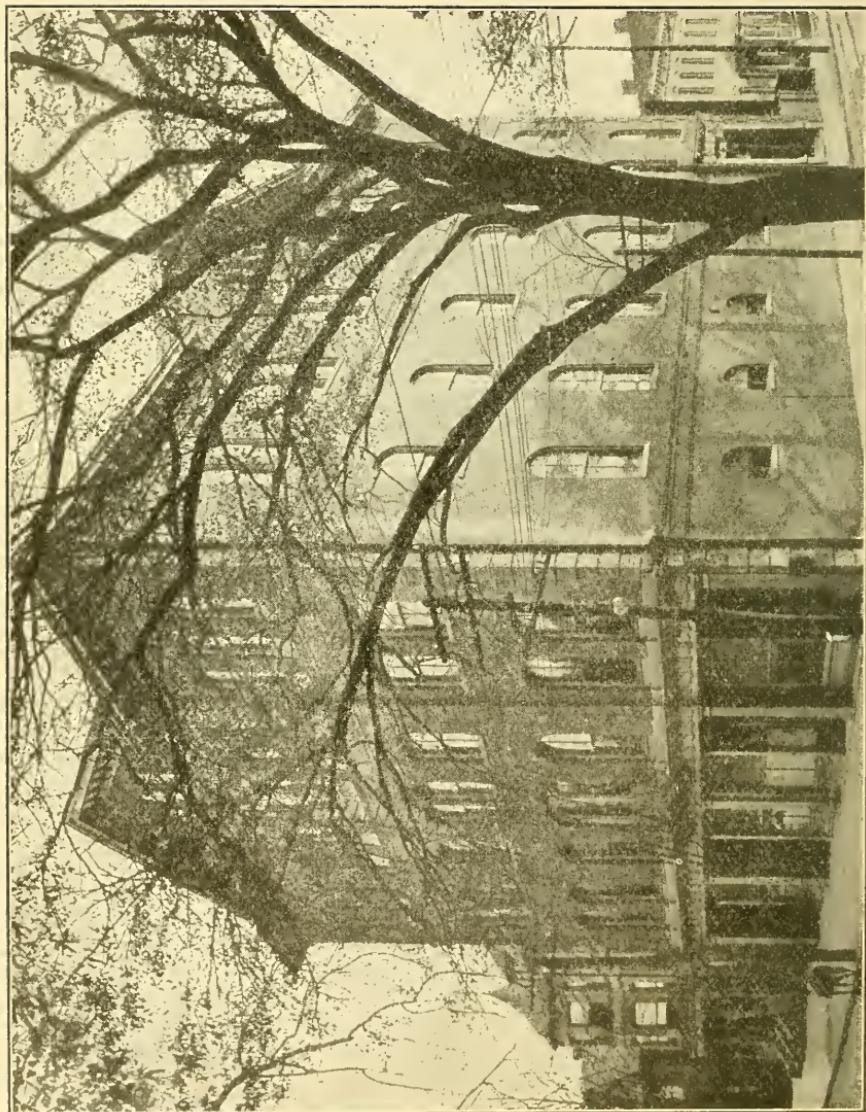
MEMORIAL, Berkley Avenue, corner First Street.

LIBERTY STREET, Liberty, near Poindexter Street.

Presbyterian

ARMSTRONG MEMORIAL, Main Street, corner Hardy Avenue.

Masonic Temple—Fremason and Brewer Streets



Berkley Ward Colored Churches

FIRST BAPTIST, Montelant Avenue, corner A Street.

DISCIPLES CHURCH, 1340 Berkley Avenue.

NEW HOPE CHRISTIAN, Berkley Avenue, corner 9th Street.

TRINITY A. M. E. CHURCH, Walker Avenue, corner 6th Street.

Portsmouth Churches

Baptist

FOURTH STREET, corner Fourth and Lincoln streets.

COURT STREET, corner Queen and Court streets.

CALVARY, Glasgow Street corner Adams Avenue.

SOUTH STREET, corner South and Effingham streets.

PARK VIEW, corner Ann and Hattan streets.

Catholic

SAINT PAUL'S, corner Washington and High streets.

Christian

HIGH STREET, corner High and Effingham streets.

Congregational

FIRST, Holliday, near Hattan Street.

Episcopal

TRINITY, corner Court and High streets.

SAINT JOHN'S, corner Washington and London streets.

ALL SAINTS, corner Hattan and A streets.

Jewish

CHERVA-GROMLEY-CHESED, 623 High Street.

CABLE SEMBLA ELDAHAH, 519 County Street.

Methodist

CENTRAL, corner Washington and South streets.

MONUMENTAL, corner Dinwiddie and Queen streets.

OWENS MEMORIAL, corner Effingham and Clifford streets.

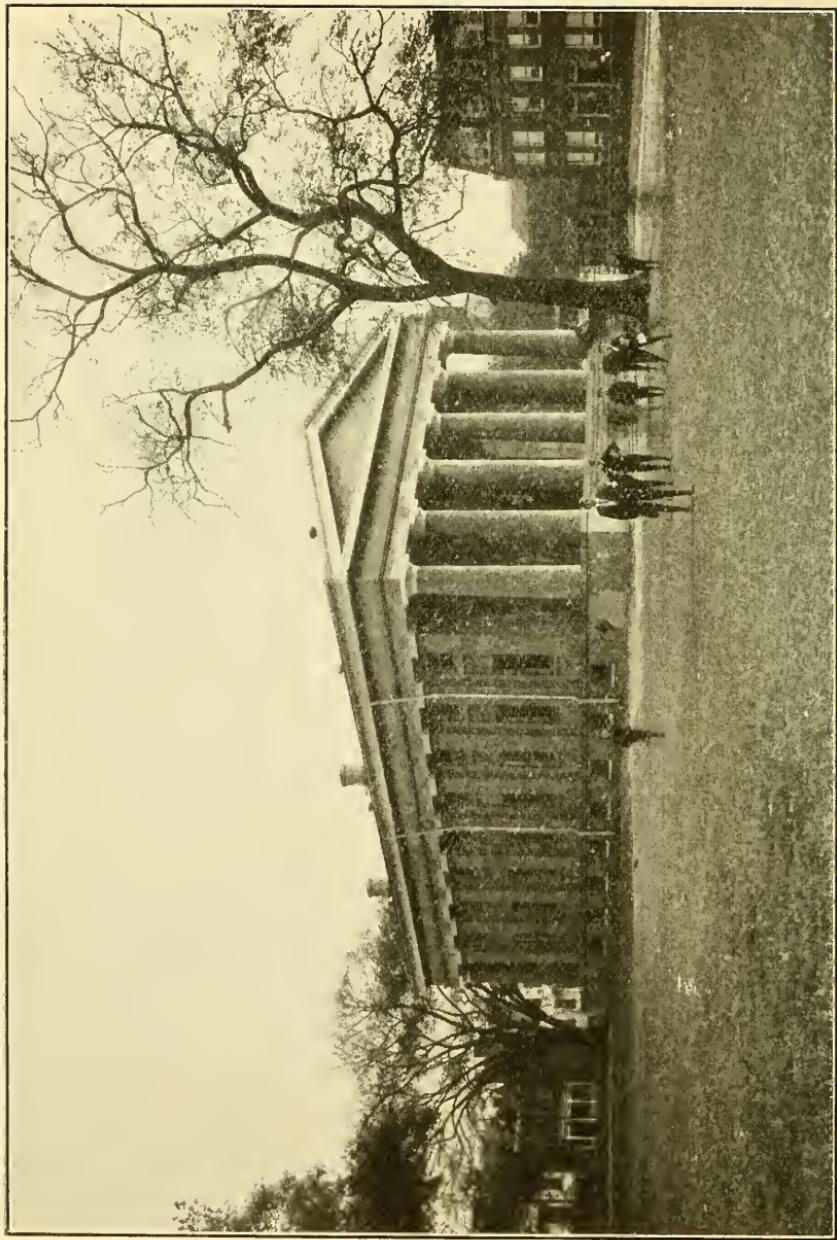
WRIGHT MEMORIAL, corner Fourth and Dinwiddie streets.

PARK VIEW, corner Webster and A streets.

Presbyterian

FIRST corner Court and King streets.

Norfolk Academy—Bank and Charlotte Streets



Portsmouth Colored Churches Baptist

EBENEZER, corner Effingham and Columbia streets.

THIRD, corner Godwin and Queen streets.

ZION, corner Green and King streets.

Disciples

CHRIST DISCIPLES, 1419 County Street.

Episcopal

SAINT JAMES, corner High and Pine streets.

Methodist

EMANUEL, North, near Green Street.

ZION, First Avenue, near County Street.

Presbyterian

TRINITY, corner High and Pearl streets.

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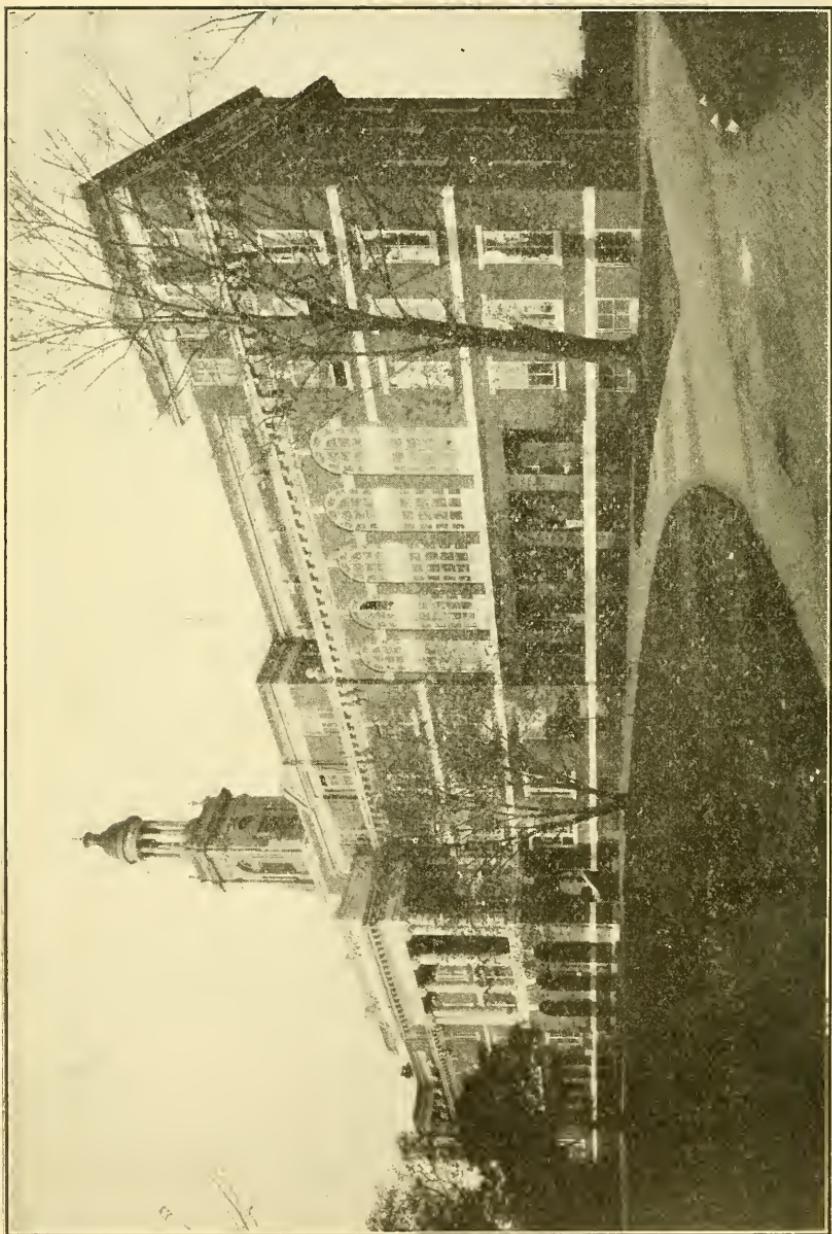
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Norfolk, Va.



Hospital St. Vincent de Paul—Wood and Church Streets

Cemeteries

The cities of Norfolk and Portsmouth contain several beautiful burial places, where repose the ashes of some of the most notable people of Virginia, who were the founders of these cities, and makers of the laws which have governed the affairs of this commonwealth down to the present time.

Cedar Grove is Norfolk's oldest public (Protestant) burial ground. It is located at the head of Cumberland Street, and extends through to Princess Anne Avenue, which divides it from Elmwood, a later addition. These cemeteries contain a number of handsome memorials, among the finest of which are the Weston monument, of Italian workmanship, the LeKies mausoleum, and the female figure of the Kayton tomb. There is also a monument to the poet James Barron Hope, and the square owned by Norfolk Lodge, No. 38, B. P. O. E. is marked by a very attractive monument surmounted by a large figure of an elk. These cemeteries may be reached by the Norfolk and Southern (electric division) cars, northbound through Monticello Avenue, or Norfolk & Portsmouth Traction Company's main line cars northbound through Church Street.

St. Mary's (Catholic) Cemetery is located on Church Street, at the head of Granby, adjoining Lafayette Park.

Hebrew Cemetery is located on Princess Anne Avenue near Wilson Avenue, and contains a number of handsome monuments, which mark the last resting place of some of our most prominent Hebrews.

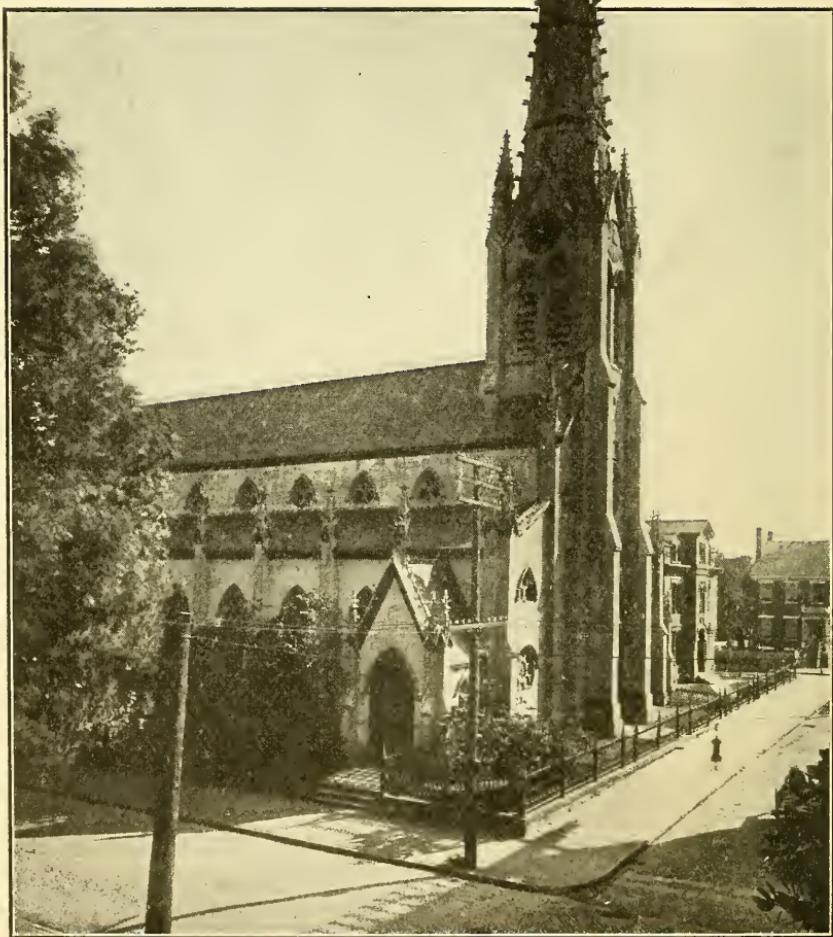
Magnolia Cemetery is situated at the foot of Seventh Avenue, near Berkley (Berkley ward).

Portsmouth

Cedar Grove Cemetery is located on Glasgow Street between Effingham and Chestnut, and covers an entire city block.

Oak Grove Cemetery is located on Glasgow Street, at the foot of Godwin Street. Both of these "cities of the dead," like Norfolk's, are beautifully arranged, and contain a number of costly and imposing tombs and monuments.

St. Paul's (Catholic) Cemetery is situated on Gosport Road near A Street, Brighton.



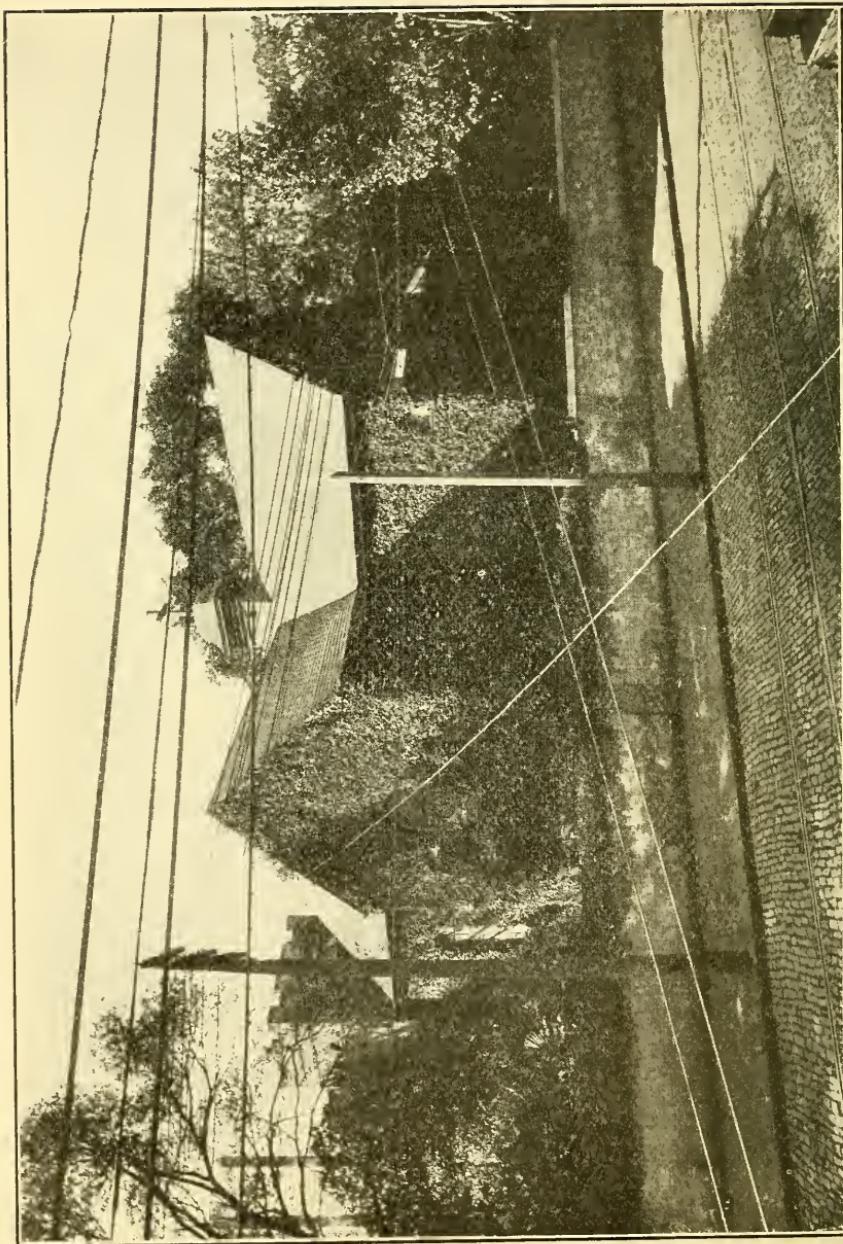
St. Mary's Church (Catholic)—Chapel and Holt Streets

Seaside Resorts

OCEAN VIEW. This place is located on the Chesapeake Bay, about eight miles from Norfolk, and may be reached by the Norfolk & Portsmouth Traction Company's Ocean View division cars, leaving west end of Main Street every few minutes, or the Bay Shore Terminal Company's Ocean View division cars, leaving corner of Plume and Church streets at short intervals. This is one of the finest and most popular summer resorts in the country. The fishing and bathing advantages are unsurpassed, and as a place of amusement it attracts thousands of people daily during the summer months. A handsome modern theater, where strictly first-class performances are rendered, is one of the principal attractions. The hotel and pavilion cafe are of the highest order, the cuisine being first-class in every particular. To the east of Ocean View numerous cottages and select boarding houses line the beach for more than a mile, and to the west is Willoughby Beach, a peninsula several miles long, where hundreds of cottages extend its entire length. Willoughby Hotel is situated about midway of the beach, one and one-half miles from Ocean View. This hotel is also first-class, being modern in every particular, and affording accommodations for several hundred guests. The Hampton Roads Yacht Club is situated near the end of the beach, and almost directly opposite the Jamestown Exposition grounds. The home of the Yacht Club is a large and handsome building, facing and commanding an unobstructed view of Hampton Roads and Chesapeake Bay. This will be an attractive point of interest while the international yacht races are being held during the Jamestown Exposition, in the summer of 1907.

VIRGINIA BEACH is situated on the Atlantic coast, eighteen miles from Norfolk, and about seven miles south of Cape Henry. It is reached by the Norfolk & Southern (electric division) cars, leaving the City Hall Avenue station, in front of the Monticello Hotel, every thirty minutes. This resort, with its great seaside hotels and numerous attractions, draws thousands of summer excursionists daily. Here the safest and best surf bathing on the Atlantic coast may be enjoyed. The close proximity of the

St. Paul's Church—Church Street



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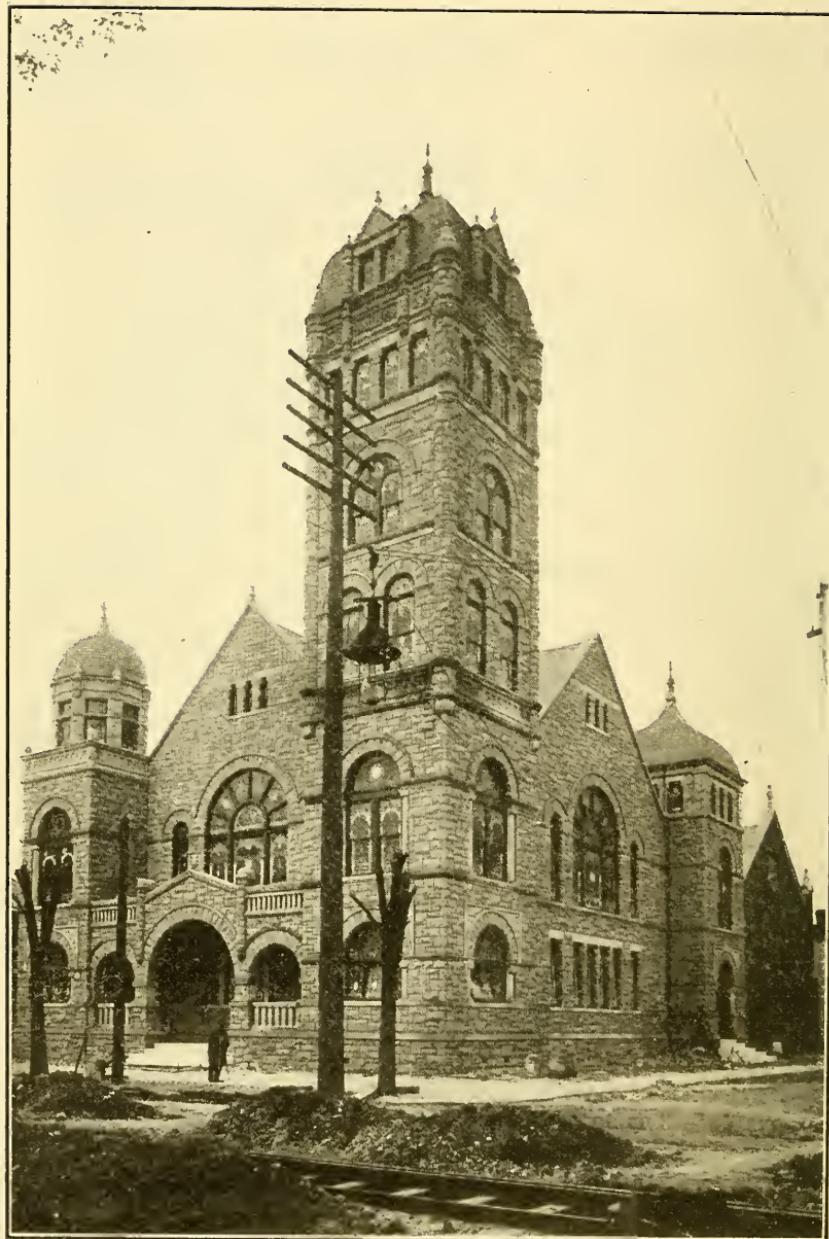
NORFOLK, VA.

Gulf stream, and the delightful ocean breezes, give this place a temperature not enjoyed by others further north. For several miles along the shore are the handsome summer homes of many of Norfolk's most prominent people, and numerous first-class boarding houses offer accommodations for visitors.

CAPE HENRY is situated on the Atlantic coast at the entrance to Chesapeake Bay, and is also reached by the Norfolk & Southern (electric division) cars, leaving the City Hall Avenue station, in front of the Monticello Hotel, every thirty minutes. It was at Cape Henry that the English settlers first landed, in April, 1607, and a tablet now marks the spot where the adventurers first trod on American soil. Here also is an old lighthouse, built in 1691, which has withstood many a furious storm, and still stands as a monument to the enterprise and excellent workmanship of the early Virginia pioneers. A more modern lighthouse, which was built in 1879, standing 152 feet high, serves as a beacon to guide mariners to a safe harbor. For hundreds of years past, the winds have formed the sand into hills, which extend for several miles, and to a height of nearly 200 feet along the beach. From the summit of these hills, one may look over the tops of towering trees, or directly down to the undergrowth of a great swamp, which extends for miles back into the country. At this resort there is a modern hotel and pavilion, besides a number of other smaller hotels and restaurants. Here also is located a U. S. Life Saving Station, and a wireless telegraphy station.

PINE BEACH is situated at Sewells Point, on Hampton Roads, at the mouth of the Elizabeth River, about nine miles from Norfolk, and is reached by the Norfolk & Atlantic Company division cars of the Norfolk & Portsmouth Traction Company, leaving City Hall Avenue station, corner of Atlantic Street, every few minutes, or by the Water Belt Line and many other river steamers which make numerous daily trips to this place.

The new Jamestown Boulevard also affords an excellent driveway from Norfolk to this resort, and the Jamestown Exposition grounds. The point of land on which Pine Beach is situated is the site and viewpoint of some of the most historical events in the history of Virginia. It was here that Ralph Lane



Court Street (Baptist) Church—Court Street, Portsmouth

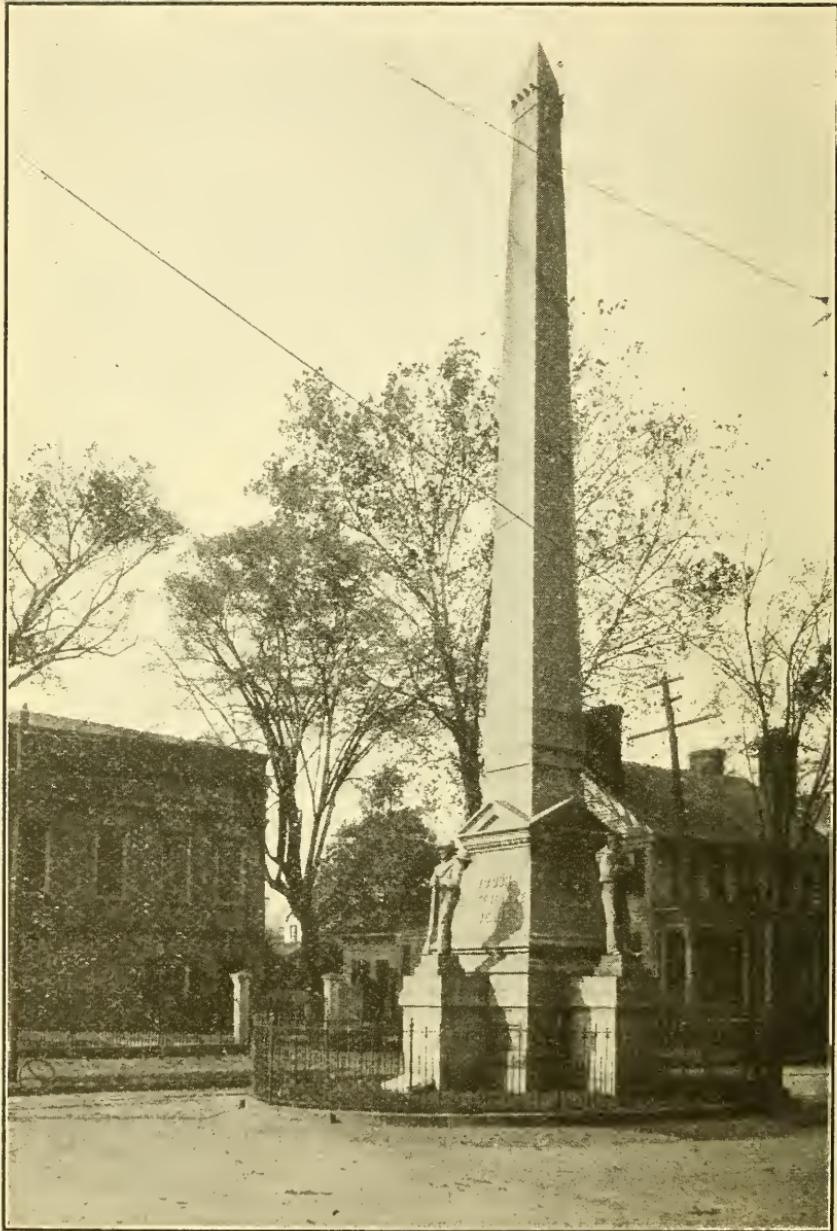
and a party of adventurers, who left Roanoke Island to explore the country, found a tribe of Indians, during 1586, known as the Chesapeakes. On April 12, 1905, an Indian burying ground was discovered near the Pine Beach Hotel, and near by the Indian burial place was found an Indian spring and relics in the shape of curious shells and pottery left there by the red man, who has long ago disappeared from this part of the country.

There may be also seen along the water front remains of the masked batteries and earth works which mark the spot where engagements occurred between the Confederates and the Federals during the Civil War, and here is the best viewpoint of the famous battle which took place between the ironclads, Merrimac and Monitor, on March 8, 1862, in Hampton Roads, near the mouth of the Elizabeth River.

As a summer resort, Pine Beach is one of the most popular of Norfolk's many watering places. The Pine Beach Hotel is an immense modern hostelry, where thousands of guests may secure accommodations in close proximity to the Jamestown Exposition grounds. There are numerous other smaller first-class hotels and restaurants near by. A large double-decked pavilion and theater, besides many other attractions and places of amusement, line the board walk. From along the shores of Pine Beach excellent views of Old Point, Hampton Roads, and Chesapeake Bay may be had.

River Steamer Trips

There are numerous short trips of great historical interest, which may be taken around Hampton Roads and its tributaries, carrying the visitor to some of the most famous places in Virginia. A very pleasant and attractive all-day trip is that offered by the Virginia Navigation Company's steamer "Pocahontas," plying the James River between Norfolk and Richmond, leaving Norfolk at 7.00 o'clock A. M., Tuesday, Thursday, and Saturday, from the O. D. S. S. Company's pier, foot of Nebraska Street, and from the S. A. L. Railway wharf, foot of High Street, Portsmouth, at 7.15 o'clock A. M., touching at Old Point, Newport News, and all the principal landings along the James River.



Confederate Monument—Portsmouth, Va.

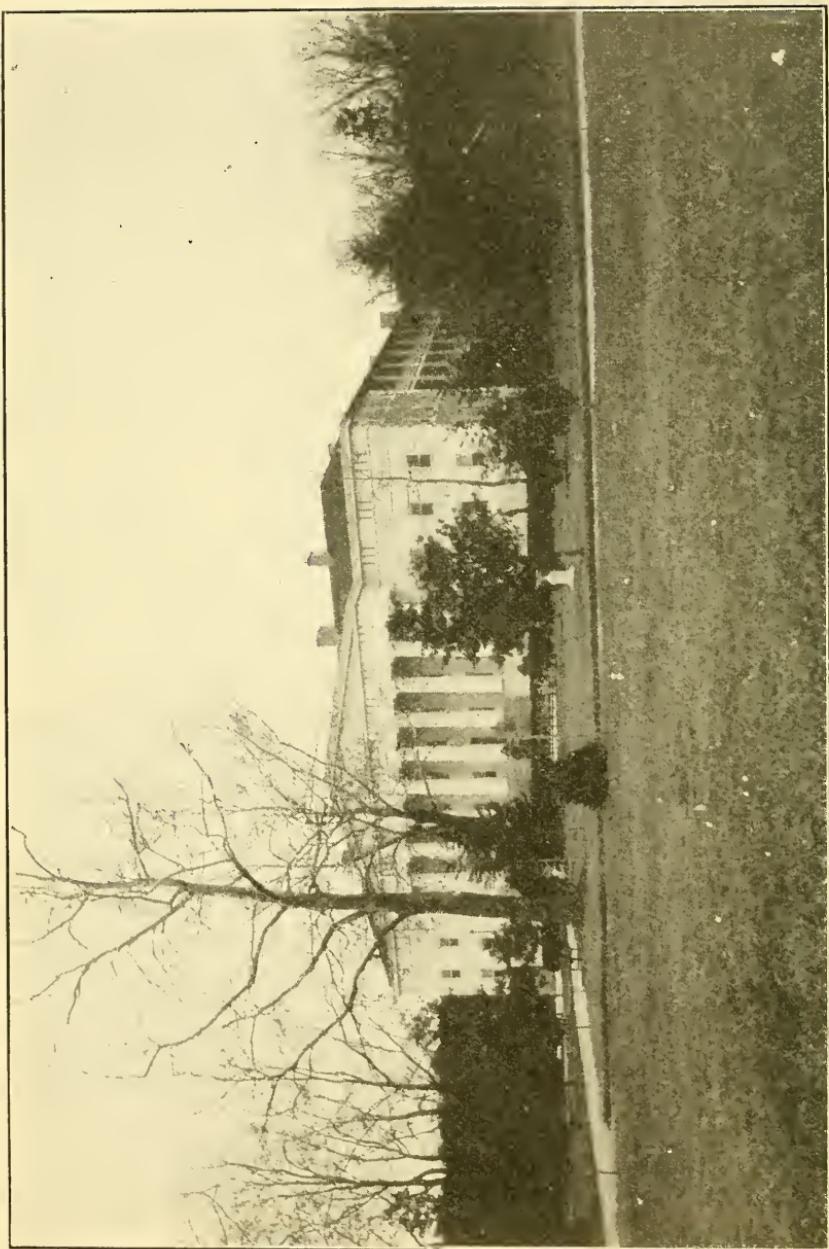
Some of the most important historical points passed are: Jamestown Island, where Christopher Newport and his little band of one hundred and eight English colonists, headed by Captain John Smith, landed and permanently established the first settlement of English-speaking people in America, May 13, 1607*. The crumbling church tower, overgrown with clinging vines and ivy, may be seen from the deck of the steamer. Chickahominy River, which empties into the James on the north side, just above Jamestown Island, is the stream up which Captain John Smith and a small party of men ascended during the early summer of 1607, and fought a battle with the Indians, during which John Smith was captured and carried before Powhatan, tried and condemned to die, but was heroically rescued by Pocahontas.

Brandon, Weyanoke, Westover, and Flower De Hundred are also points of interest to the visitor, they being old Colonial settlements established in the early years of the seventeenth century. At Westover was the home of Col. Wm. Byrd, who, about 1722, offered to reward an Indian generously if he would point out the exact spot of the lost lead mine discovered by Master Berkeley at Falling Creek, in 1622. At Berkeley is the old homestead of the Harrisons, one of whom was William Henry Harrison, President of the United States. Bermuda Hundred, just across the Appomattox River from City Point, was founded by Sir Thomas Dale, about 1611, and is nearly three hundred years old. This place is of great historic interest, it being the scene of many stirring events during Colonial and Civil War days.

On the north bank, almost directly opposite City Point, is Shirley, also a point of historic interest. A little further up the James and on the north bank is Curles. This was the home and plantation of Nathaniel Bacon, before the great rebellion of 1676.

At "Dutch Gap," and within the long narrow peninsula, formed by what is known as the "seven mile loop," was once the city of Henricus, established by Sir Thomas Dale, in 1611. This was the first "city" in Virginia, and had three streets, store houses, a church, an Indian college, and watch houses and was defended by forts. To-day no trace of the city remains; the

U. S. Naval Hospital—Portsmouth

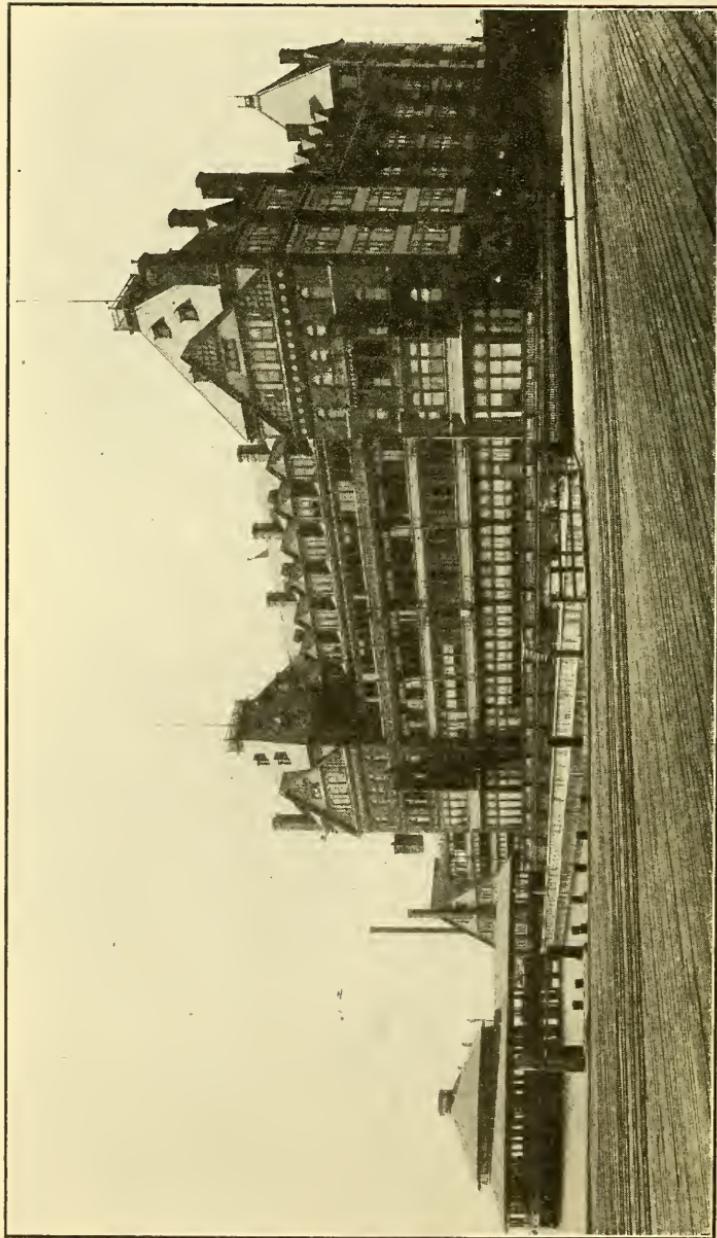


ravages of time and the destructive force of wars have wiped out forever the handiwork of the first Americans who were laying the foundation of this great Republic. The territory known as Varina extends along the northern bank of the James, just before passing through "Dutch Gap." It was here that Pocahontas lived after her marriage to John Rolfe, and it is the birth-place of her son Thomas Rolfe.

On the south bank, just above "Dutch Gap," is Drewry's Bluff, where during the Civil War the roar of artillery and the rattle of infantry told of the great conflict between North and South. Just above Drewry's Bluff, where Falling Creek empties into the James River, was once a settlement, founded about 1610, and it was here that Master Berkeley was erecting a furnace to smelt lead and iron, which he had discovered; but during the Indian massacre of 1622, his furnace was destroyed, he was killed, and the secret as to the exact spot of his lead mine died with him. This locality was later the site "Amphill," the home of Archibald Cary, who was descended from an old English family of high title.

The range of hills on the north bank, just before arrival at Richmond, was once the site of Powhatan's summer court, and of "None-Such," a settlement founded by John Smith, in 1609. The steamer reaches Richmond about 6.30 o'clock P. M. Returning, the steamer leaves Richmond every Monday, Wednesday, and Friday at 7.00 o'clock A. M.

Another pleasant all-day trip is that afforded by the O. D. S. S. river line steamers from Norfolk or Portsmouth, up the York River to Yorktown. On this trip, steamers touch at Old Point, pass the Rip Raps (Fort Wool), giving the visitor an excellent view of the Jamestown Exposition grounds, and assembled navies on Hampton Roads, and an enjoyable ride up Chesapeake Bay and York River for twenty miles, until Yorktown is reached. The steamer lays at Yorktown for several hours, thus allowing tourists ample time in which to visit Cornwallis' Cave*, headquarters of Lord Cornwallis before his surrender to the Continental Army. A monument marks the exact spot of his surrender*, and another is dedicated to the soldiers, who, commanded by George Washington, with the assistance of the French, under Lafayette and Rochambeau, won



Chamberlin Hotel—Old Point Comfort, Va.

the great victory of 1781, and firmly established the independence of the United States. Other points of interest at Yorktown are the old Custom House, the first ever opened in the United States, and the Nelson House, upon which Thomas Nelson, who was in Washington's army, urged the Continentals to fire, offering a reward for each shot that hit the mark, knowing that the British officers were housed in his residence.

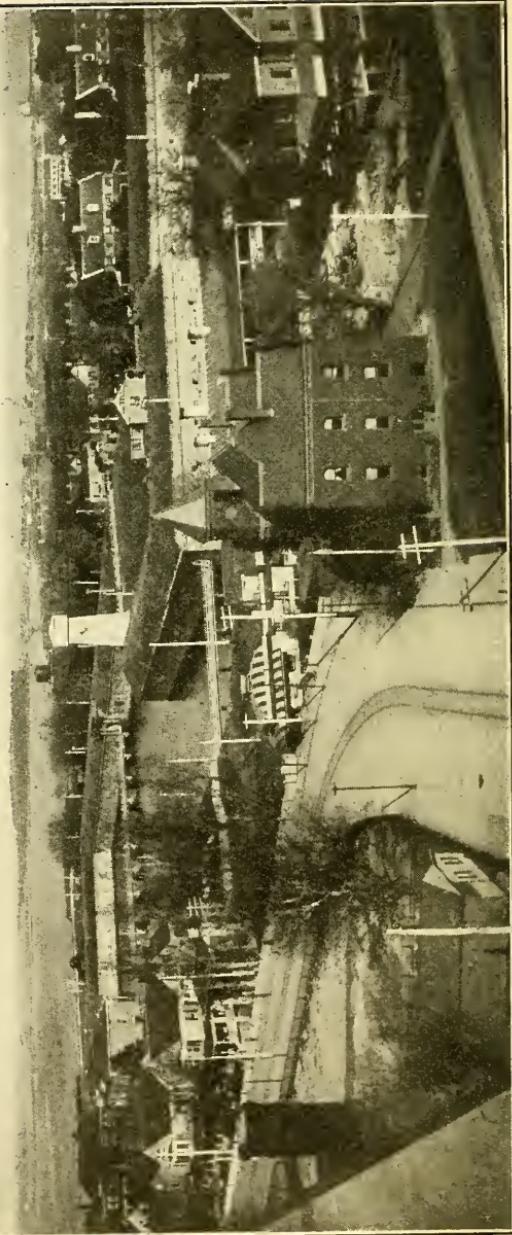
The old Moore House on Temple Farm is also a point of interest, as there may be seen the ruins of an old church, built in 1660. Just at the mouth of York River is where Rochambeau's fleet lay during the siege of Yorktown. The steamer leaves Yorktown on its return trip in ample time to land the visitor at Norfolk at 7.00 P. M.

An enjoyable trip via the O. D. S. S. river steamers, leaving their Nebraska Street pier at 6.40 A. M. and 3.00 P. M. may be had to Smithfield, one of the oldest historical towns in Virginia, from where interesting carriage drives may be taken to the old Episcopal Church, which was constructed during the middle of the seventeenth century. Near by this church is a graveyard, which contains the remains of many soldiers who were in Bacon's Rebellion. There are several other historical places around Smithfield, which recall memorable events of colonial days, notably among them being Bacon's Castle. In the town of Smithfield there is a modern hotel for the accommodation of travelers.

Nearly all of the steamship company's river steamers make special trips to Newport News, Hampton, Soldiers' Home, Old Point, and the Capes of Virginia.

The Water Belt Line's palatial steamers leave the company's pier (Campbell's wharf, adjoining ferry slip), for a complete tour of the harbor every hour, touching at the above mentioned points, as well as Pine Beach (Jamestown Exposition Company's pier). Newport News is twelve miles from Norfolk, and just across from Pine Beach, at the mouth of the James River. It was off Newport News that Lord Delaware's ships arrived in 1610, just in time to save the Jamestown Colony, which was about to be deserted. At this city is the greatest shipbuilding plant in the country, which contains the largest dry dock in

View of Fortress Monroe—Old Point Comfort, Va.



the world, and where many battleships, and immense steam and sailing ships are built for nearly every nation in the world.

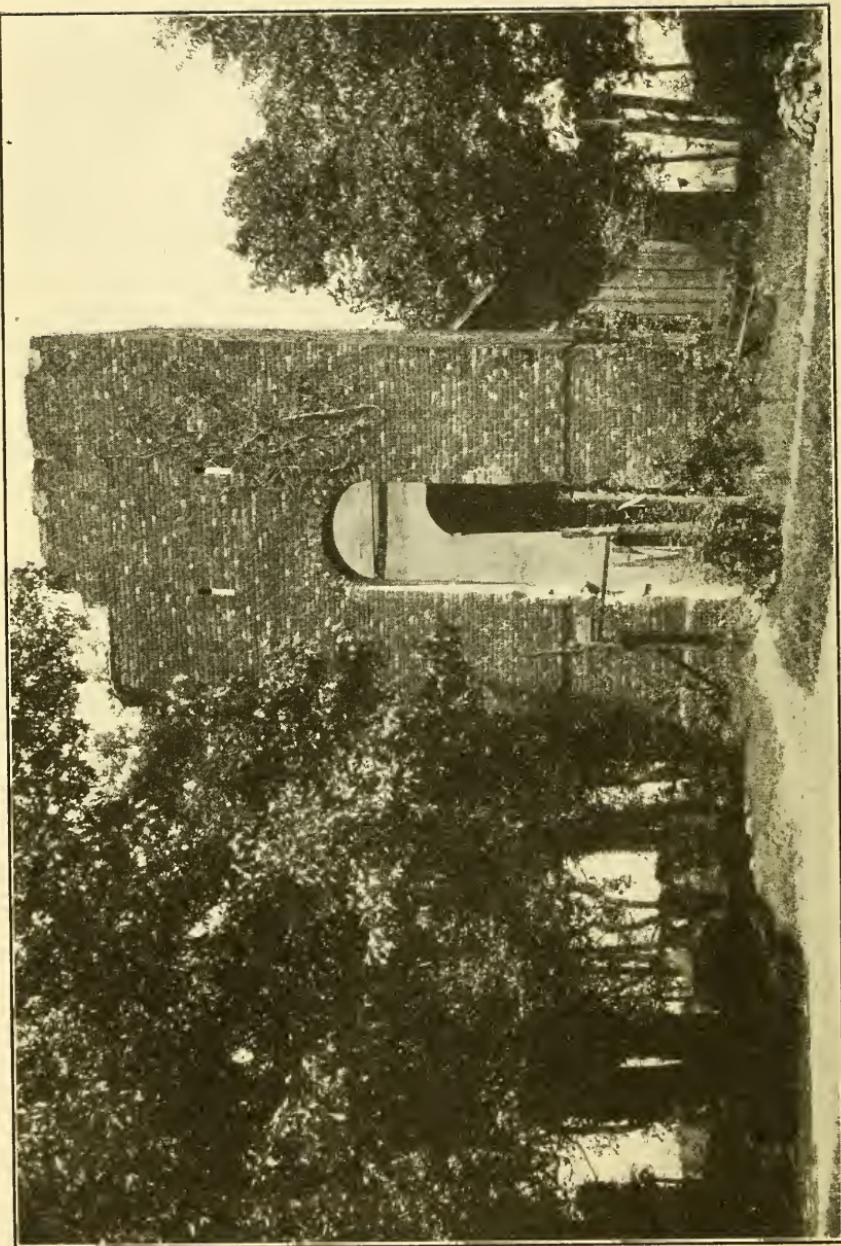
Hampton was originally an Indian village, named Kecoughtan. It is the oldest continuous settlement of the English in America. Among the historic points of interest, there are St. John's Church*, the third oldest in Virginia; the Symmes-Eaton free school, the first established in America; and near Hampton is the Pembroke farm, noted for its curious old monuments of black marble.

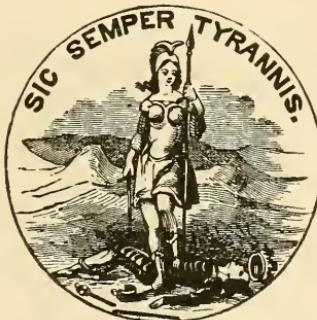
Soldiers' Home is the United States Government reservation, situated about half way between Hampton and Old Point, and may be reached either by steamer from Norfolk and Portsmouth or by trolley line from Old Point, Hampton, or Newport News. It is here the aged Federal soldiers are cared for, and every convenience afforded to brighten their declining years. The grounds are beautifully arranged, and there are numerous large and attractive buildings. Band concerts at regular intervals and theatrical performances are often rendered for the amusement of the veterans. This is a very attractive point of interest, and thousands of tourists visit the place annually.

The Hampton Normal and Industrial School, where the Indian and the negro are educated and instructed in the various industrial lines, are located near by.

Old Point Comfort or Fortress Monroe, which was originally a palisaded fort planned in 1614 by the first settlers, is now the largest and best equipped fortress in America, and is the chief artillery station of the United States Government. It was here that Jefferson Davis was confined during the dark days of the strife between the sections. Immense disappearing guns of great range guard like grim sentinels the entrance to Chesapeake Bay. The Chamberlin Hotel at Old Point is one of the finest hostleries in the South, and commands an admirable view of Hampton Roads. Another very attractive hotel at this place is the Sherwood Inn.* Fort Wool, or the Rip Raps, lying about midway between Fortress Monroe and Willoughby Spit, has recently been extensively improved by the Government, at a cost of over \$16,000,000; and consists of a modern granite fort equipped with the most improved implements of warfare. This fort overlooks Chesapeake Bay, and protects the entrance to Hampton Roads.

Old Church Tower—Janestown Island





The Jamestown Exposition

The Jamestown Ter-centennial had its origin in a joint resolution passed by the General Assembly of the Commonwealth of Virginia in February, 1901. This resolution called upon the cities of Virginia to present plans for the proper celebration of the first permanent settlement of English-speaking people in this country at Jamestown, and for the purpose of fittingly commemorating before the world the real birthplace of our Nation. Mr. G. T. Shepperd (the present secretary of the Jamestown Exposition Company), together with Mr. J. M. Thompson (at that time editor of the *Norfolk Dispatch*) and Hon. John G. Tilton (the present Commonwealth's attorney), inaugurated a plan and presented same to the public. Following this, a resolution was passed by the Councils of the City of Norfolk committing the City to the proposition, and inviting the cities of Portsmouth, Newport News, and Hampton, and the County of Norfolk to unite in making the project a success. The Legislature granted a charter to one hundred citizens of this State, who were incorporated under the title of the Jamestown Exposition Company. The first president of this company was the late General Fitzhugh Lee, who was succeeded by Hon. Harry St. George Tucker. The other officers of the company are, G. T. Shepperd, secretary; Nathaniel Beaman, treasurer; Barton Myers, auditor; T. J. Wool and O. D. Batchelor, general counsel; and R. L. Payne, M. D., medical director. The Board of Governors is composed of C. Brooks Johnston, chairman; C. S. Sherwood, vice-chairman; T. S. Southgate, W. E. Cottrell, J Taylor Ellyson, and Barton Myers.

The Exposition to be held at Sewell's Point, along the shores of Hampton Roads, beginning April 26th and ending November 30, 1907, will celebrate the three hundredth anniversary of the landing of the first English pioneers at Jamestown, in Virginia. Prominent among the leaders of the expedition, which ventured from England to cross the Atlantic Ocean and discover a new world in America, was Captain John Smith, and the establishment of the colony at Jamestown, Virginia, was the planting of the germ from which this glorious republic has grown. It seemed to the people of Virginia most fitting that at this time, when the United States has become a world power, to appropriately commemorate the third centennial of this Nation's conception, and it was deemed most proper that this observation should occur at a place contiguous to the original point of settlement, which had the advantages of being picturesque and utile beyond comparison. The Jamestown Ter-centennial purposes to be a splendid historical and naval display. Every devise will be utilized to tell visitors the story of our country's growth, and to tell it pleasantly, so that they who receive instruction will be thoroughly entertained. Though the site of the Exposition is two score miles away from the original settlement, the latter will be brought into service as a material adjunct of the exhibition. Jamestown will be reproduced so as to resemble the original settlement as closely as the descriptive history of the old town will permit, and as a contrast to the year 1607, and in order to demonstrate the enormity of our country and its position as a world power, there will be held the greatest naval rendezvous in Hampton Roads during 1907, which the world has ever seen. Aside from the purely spectacular feature of this gathering it will be instructive and patriotic. While we are celebrating the wonderful growth of our Nation from an humble beginning, it must not be forgotten that England has an almost equal interest with us, as we are glorifying the English spirit which made this beginning possible. In addition to the wonderful naval display, this is to be an historical Exposition, not merely in name but in actuality. The periods of the country's development will be portrayed; the Jamestown Settlement will be produced as nearly like the old place as possible, and with it will be an Indian village of the time; early and late Colonial styles will be exem-

plified; post-revolutionary communities will be shown, and the chain which starts with Jamestown will be brought link by link down to the present. The site selected for the great celebration is one of unsurpassed natural beauty, the landscape treatment of which promises the most picturesque effect ever attained at any Exposition held in America. The point of land, known as Sewell's Point, where the Exposition will be held, is steeped in history, tradition, and romance, and has been the scene of many stirring events. It was originally the home of the Chesapeake Indians, and later the battle-ground of the Federals and Confederates, and the viewpoint of the famous battle between the Merrimac and Monitor in Hampton Roads during the Civil War. This battle will be reproduced during the Exposition period, and will be both entertaining and instructive. Modern navies date from that great conflict, and the representatives of all the world's navies will be shown and just how the combatants conducted themselves on that memorable occasion when ironclad first met ironclad.

The United States Government, the State of Virginia, and a majority of the other States of the Union having made generous appropriations for the purpose of participating in the celebration, the success of the Exposition is assured.

The gates to the grounds will be thrown open to visitors at noon on April 26, 1907, and the Exposition opened by the President of the United States.

The Official Name: Jamestown Ter-centennial Exposition-

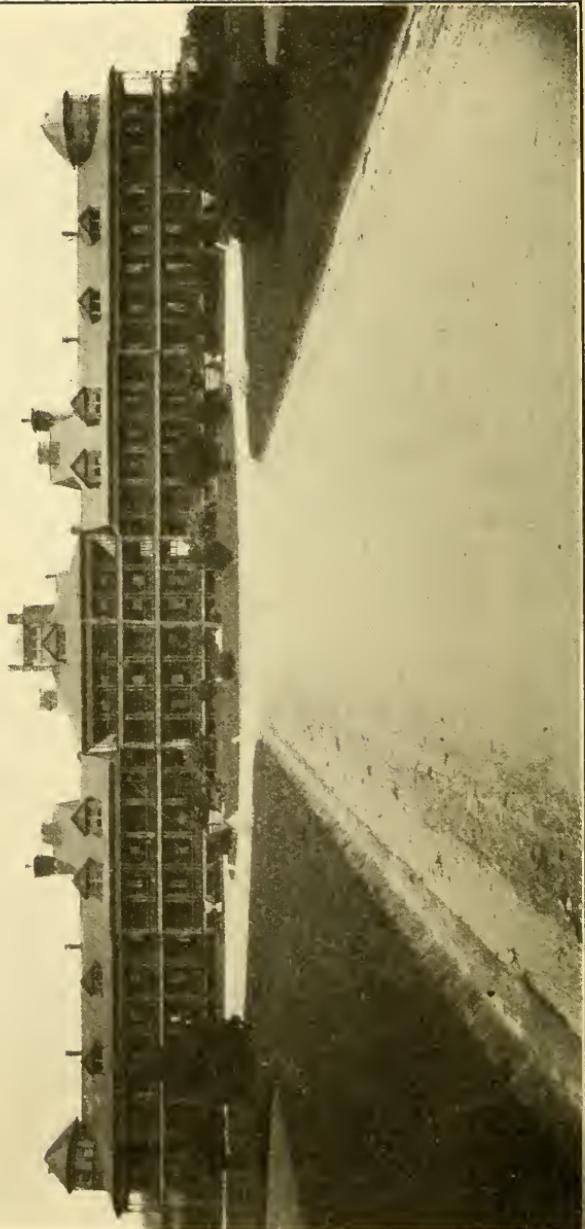
Character: Military, Naval, Marine, and Historic Exhibition.

Nature: State, National, and International historic celebration.

Purpose: Commemoration of the first permanent settlement of English-speaking people in America.

Size of Exposition Grounds: 400 acres of land space, and 40 acres water space between the Grand Piers.

Distances from Exposition Grounds: Norfolk City limits, five miles; Fortress Monroe, four miles; Old Point Comfort, three and a half miles; Newport News, five miles; Hampton, six miles; Portsmouth, eight miles; Ocean View, three miles.



Soldiers' Home—View of Main Building

Exposition grounds reached by electric railways, steam railway, and steamships.

Opening Hour of Gates: 8.00 o'clock A. M. Closing hour of gates, 11.00 o'clock P. M.

Price of Admission to Grounds: Adults, 50 cents; children, 25 cents.

Government buildings on Exposition grounds open at 9.00 o'clock A. M. and close at 6.00 o'clock P. M.

The Exposition police force will be known as the Powhatan Guards, one hundred and seventy-five in number, commanded by a United States Marine officer. The Powhatan Guards will be a military body, mounted, and will be on duty at all times until the close of the Exposition.

Among the many attractions are:

Unique and gorgeous night harbor illuminations.

Greatest gathering of war ships in the history of the world.

International yacht races, in which many nations of the world will participate.

Races of dirigible airships for commercial use.

Races of military airships of different nations.

The greatest military and naval parades ever witnessed, on the largest military parade ground in the world.

Prize drills by the finest soldiers of all nations, and by picked regiments of United States and State troops.

More naval and military bands than were ever assembled in time of peace.

A great living picture of war with all its enticing splendors.

An exact reproduction of the Merrimac and Monitor duel.

The first international submarine races.

The largest motor boat regatta ever held.

Field athletic contests between recognized champions.

Life saving corps actually operating.

Great museum of war relics from all nations and all ages.

Indian relics of three centuries.

A beautiful palace built entirely of coal.

An immense forestry exhibit.

The highest tower ever erected in America.

A complete Japanese village.

Industrial exhibits showing the progress of the world during three centuries.

Complete "arts and crafts" village.

An entire Tyrol community.

A magnificent tobacco palace.

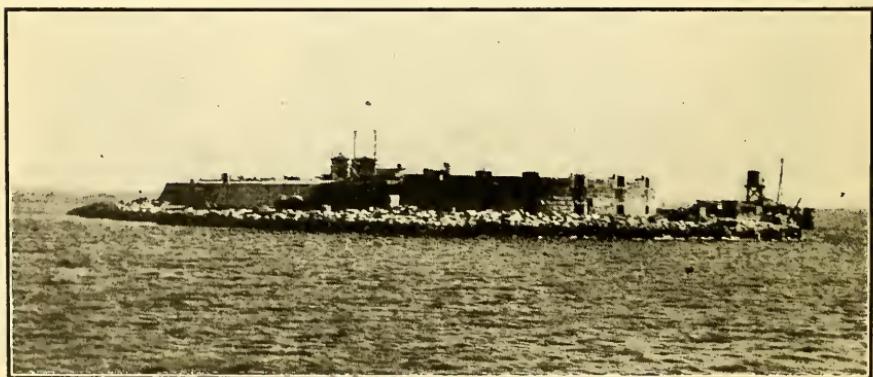
Most interesting exhibit of "King Cotton" in all stages, from the growing plant to the finished fabric.

Wonderful technical exhibits by the leading nations of the world.

An enclosed sea basin, with an area of 1,280,000 square feet.

The prevailing style of architecture at the Exposition is the Colonial.

The Inside Inn is the only hotel on the Exposition grounds. It covers a very large area, being 650 feet frontage and 450 feet in depth. It has all the conveniences of a first-class hotel, and will accommodate about 2,000 persons. Every one of its rooms is an outside room. In the lobby everything is arranged for the comfort of its guests. There is a public writing room, ladies' parlors, gentlemen's buffet, barber shop, baths, post office, telephones, telegraph offices, etc. There is a convention hall with a seating capacity for 1,000 persons. The banquet hall, which will accommodate 1,000 persons, is sumptuously furnished and decorated. The rates on the European plan are from \$2.50 per day and up, for each person, which includes breakfast, privileges of the Inn, and admission to the Exposition grounds. On the American plan the rates are from \$3.50 per day and up, for each person, which includes breakfast, luncheon, and evening table d'hote dinner, and admission to the Exposi-



Rip Raps (Fort Wool)—Hampton Roads

tion grounds. Higher priced accommodations in single rooms or in suite, with or without bath, may be secured also. Children under seven are charged half rate. Applications for reservation should be addressed to the Jamestown Hotel Corporation, 700 Citizens Bank Building, Norfolk, Va.

The following nations who will participate in the celebration are as follows:

Great Britain—with ships and troops.

Germany—with ships and troops.

Russia—with ships and troops.

France—with ships and troops.

Japan—with ships and troops.

Italy—with ships and troops.

Denmark—with ships and troops.

Venezuela—with ships and troops

Mexico—with ships and troops.

Costa Rica—with ships and troops.

Hayti—with ships and troops.

Argentine Republic—with ships and troops.

Dominican Republic—with ships and troops.

Cuba—with troops and civil delegation.

Guatemala—with troops and civil delegation.

Switzerland—civil delegation.

Belgium—with ships and troops.

The WARPATH will contain the latest novelties and best collection of amusements ever grouped at an Exposition. The public amusements provided by the Exposition are of fine character and of great variety.

The Grand Piers, each 200 feet in width, extend nearly 2,000 feet out into Hampton Roads. On the shore line there are handsome landing stations. The outer ends are connected by an arched pier also 200 feet in width, under which small craft make their ingress and egress to and from the Grand Basin. At the ends of the main piers tall towers are used for the exhibit of the Light House Service and wireless telegraphy. Thousands of incandescent lights illuminate the entire stretch of pier way, and monster searchlights surmount the towers.

The Intramural Railway makes almost a complete circuit of the Exposition grounds, having one terminus at the end of the commercial pier, and the other at the entrance to the Grand Piers.

Conventions

May

- 1-6 NATIONAL COUNCIL OF WOMEN—Mrs. Lillian Hollister, Detroit, Michigan.
- 1-7 VIRGINIA POLYTECHNIC INSTITUTE—J. M. McBride, President, Blacksburg, Va.
- 5-11 HOGE MEMORIAL MILITARY ACADEMY—Col. E. B. Fishburne, Principal, Blackstone, Va.
- 6-7 LEAGUE OF AMERICAN SPORTSMEN—(7th Special Day).
- 7-8 NATIONAL MACHINE TOOL BUILDERS' ASSN.—P. E. Montanus, Springfield, Ohio.
- 10th INDEPENDENT ORDER ODD FELLOWS, GRAND LODGE OF VIRGINIA—P. M. Bradshaw, Alexandria, Va.
- 3d wk COTTON SEED CRUSHERS' ASSN.—Robt. Gibson, 198 Main St., Dallas, Texas.
- 10-25 NATIONAL LUMBER MANUFACTURERS' ASSOCIATION—George K. Smith, St. Louis, Mo.
- 15th VIRGINIA REDMEN'S DAY.
- 15th ASSOCIATION OFFICIALS BUREAU OF LABOR STATISTICS OF AMERICA—W. L. A. Johnson, Topeka, Kan.
- 20th STRUCTURAL BUILDING TRADES ALLIANCE—William J. Spencer, Box 7, Dayton, Ohio.
- 17th BAPTISTS OF NORTH AMERICA—J. N. Partridge, Louisville, Ky.
- 21st VIRGINIA BRANCH, JUNIOR ORDER UNITED AMERICANS—J. W. Grimstead, Norfolk, Va.
- 22d BROOKLYN DAY—Bird S. Coler, Brooklyn, N. Y.
- 26-31 FISHBOURNE MILITARY SCHOOL—Major M. H. Hudgins, Waynesboro, Va.
- 27-31 GEORGIA MILITARY ACADEMY (Last of SOUTH CAROLINA PRESS ASSOCIATION)—E. H. Aull, President Newberry, S. C.
- REBEKAH STATE ASSEMBLY, I. O. O. F.—Miss Lillian Roberts, West Point, Va.
- NORTH CAROLINA PINE ASSOCIATION—John R. Walker, Norfolk, Va.
- RAILWAY CLAIM AGENTS' ASSOCIATION—M. L. Stanley, Claim Attorney S. A. L. Portsmouth, Va.

June

3-13 ST. JOHN'S CADETS—Prof. Thomas Fell, President, Annapolis, Md.

6th WOMEN'S CLUB DAY (General Federation Women's Clubs)—Mrs. Guy B. C. Allen, Wheeling, W. Va.

5th ORDER HEPTASOPHS OR SEVEN WISE MEN—George W. Wright, Norfolk, Va.

5th COLONIAL DAMES OF AMERICA—Mrs. Joseph C. Lamar, Augusta, Ga.

5-15 NEW JERSEY MILITARY ACADEMY—Col. C. J. Wright, Freehold, N. J.

7-8 WOMAN'S NATIONAL PRESS ASSOCIATION—Mrs. Ellen Cromwell, Washington, D. C.

10th GEORGIA DAY.

10th UNITED DRUIDS OF VIRGINIA—F. J. Sweeney, Newport News, Va.

10-16 VIRGINIA MILITARY INSTITUTE—Scott Shipp, Superintendent, Lexington, Va.

11th DISTRICT OF COLUMBIA DAY—H. F. Macfarland, Washington, D. C.

12th VIRGINIA DAY.

15th NATIONAL APPLE DAY—Prof. John Craig, Ithaca, N. Y.

16th BENEVOLENT AND PRO. ORDER ELKS DAY—J. S. Barron, Norfolk, Va.

16-22 DECATUR CADETS—James M. Cowan, Decatur, Ill.

17th MASSACHUSETTS DAY.

17-22 TRAVELERS' PROTECTIVE ASSOCIATION (19th Special Day)—Louis T. Le Beaume, St. Louis, Mo.

17-22 AMERICAN INSTITUTE HOMEOPATHY (18th Special Day)—Dr. C. Catchell, Chicago, Ill.

18-23 INTERNATIONAL ASSOCIATION CHIEFS OF POLICE (20th Special Day)—Major Richard Sylvester, Washington, D. C.

19th RAILWAY TELEGRAPH SUPERINTENDENTS ASSOCIATION (Special Meeting)—P. W. Drew, Milwaukee, Wis.

20-23 VIRGINIA BANKERS' ASSOCIATION.—N. P. Catling, Richmond, Va.

- 27th TENNESSEE WOMAN'S PRESS AND AUTHORS CLUB—
Mrs. C. T. Grove, 636 Douglas St., Chattanooga, Tenn.
- 28th SOUTH CAROLINA DAY.
- 28-1 FIRST KENTUCKY INFANTRY, NATIONAL GUARD
KENTUCKY.
- 13-15 UNITED COMMERCIAL TRAVELERS' ASSOCIATION—
C. F. Brown, Columbus, Ohio.
- 10-14 NATIONAL EDITORIAL ASSOCIATION—Wm. A. Ash-
brook, Johnstone, Ohio.

July

- 2d WEST VIRGINIA DAY.
- 4-6 NATIONAL ASSOCIATION OF DEAF (5th Special Day)—
Jas. H. Cloud, St. Louis, Mo.
- 5th AMERICAN BOY DAY.
- 8-13 INTERNATIONAL THEATRICAL STAGE EMPLOYEES'
ALLIANCE—Lee M. Hart, 353 State St., Chicago, Ill.
- 10-11 SEABOARD AIR LINE SURGEONS' ASSOCIATION—Dr.
J. W. Palmer, Ailey, Ga.
- 15th GEORGIA PRESS ASSOCIATION (Special Meeting).
- 19th WOMENS CHRISTIAN TEMPERANCE UNION OF VIR-
GINIA—Mrs. L. A. Sheperd, Lincoln, Va.
- 19-31 SWIFTS MISSION BRIGADE (Pennsylvania).
- 20-27 5TH REGIMENT INFANTRY OF MARYLAND (Baltimore).
- 23d LADIES OF THE MACCABEES—Mrs. Lillian Hollister,
Detroit, Mich.
- 27th NATIONAL ASSOCIATION AMATEUR PHOTOGRAPHERS
OF AMERICA—Harry Noertman, Box 567, St. Louis.
- 30-1 VIRGINIA BAR ASSOCIATION (State)—Robert W.
Withers, Suffolk, Va.
- UNITED CONFEDERATE VETERANS, TENNESSEE,
(Special Meeting).

August

- 1-7 NATIONAL CONFECTIONERY SALESMEN'S ASSOCIA-
TION—Wm. R. Moffat, 1237 Erie St., Phil., Pa.
- 3-10 KNIGHTS OF PYTHIAS OF OHIO (Encampment,
7th K. P. Day).
- 5-9 AMERICAN INSTITUTE OF OSTEOPATHY (6th Special
Day)—H. L. Chiles, Auburn, N. Y.

6th KNIGHTS OF COLUMBUS—Daniel Colwell, New Haven, Conn.

7-9 NATIONAL JOBBING CONFECTIONERS' ASSOCIATION (8th Special Day)—D. E. Alcorn, Pittsburg, Pa.

8th OHIO DAY.

11th NATIONAL HAYMAKER'S ASSOCIATION—M. Trumbauer, Holmesburg Sta., Philadelphia, Pa.

11-17 KNIGHTS OF MACCABEES (Encampment)—Major-General W. H. Sletzer, Cleveland, Ohio.

15th JOLLY JOKERS' CLUB—Miss Lena Haralson, Nashville, Tenn.

17th FRANCIS LEWIS REUNION.

18-24 WOODMEN OF THE WORLD (22d Special Day)—Major General John T. Yates, Omaha, Neb.

19th MERRIWEATHER-LEWIS REUNION—Frank Lewis, Seattle, Wash.

20-22 NATIONAL ASSOCIATION MUNICIPAL ELECTRICIANS—F. P. Foster, Corning, N. Y.

28-30 FIREMEN OF VIRGINIA—George G. Cumming, 201 4th St., Portsmouth, Va.

29th KNIGHTS OF PYTHIAS, VIRGINIA BRIGADE—General D. J. Truner, Norfolk, Va.

September

2-7 FRATERNAL ORDER OF EAGLES (5th Special Day)—H. S. Arrington, Norfolk, Va.

9-12 INDEPENDENT ORDER RECHABITES (7th Special Day)—John C. Moore, Washington, D. C.

9-16 IMPROVED ORDER REDMEN, GREAT COUNCIL, (12th Special Day)—Wilson Brooks, 234 La Salle St., Chicago, Ill.

10th RHODE ISLAND DAY.

10-12 JAMESTOWN DENTAL CONVENTION (11th Special Day)—Dr. Burton Lee Thorpe, St. Louis.

10-12 SOUTHERN BRANCH NATIONAL DENTAL ASSOCIATION—Dr. C. J. Grieves, Baltimore, Md.

10-12 VIRGINIA STATE DENTAL ASSOCIATION—Dr. J. Hall Moore, Richmond, Va.

10-14 AMERICAN VETERANS OF FOREIGN SERVICE (14th Special Day)—Jos. Leicht, 12th and Race Sts., Cincinnati, Ohio.

11-16 SUPERINTENDENTS AND WORKERS CONFERENCE.
12th MARYLAND DAY.

16-19 AMERICAN ANTI-SALOON LEAGUE—Rev. J. M. West, Richmond, Va.

14th GOSPEL ARMY—James H. Little, 1114 C. St., Washington, D. C.

20th MISSOURI DAY.

21st TEMPERANCE DAY.

23d ROBERT FULTON MEMORIAL DAY—Hugh Gordon Miller, New York.

25th SOCIETY OF COLONIAL WARS—Howland Pell, 45 William St., New York.

26-27 AMERICAN PEANUT GROWERS' CONGRESS—G. T. Stephenson, Pendleton, N. C.

NATIONAL ASSOCIATION VETERANS OF THE MEXICAN WAR—Louis F. Beeler, 5 N. Broadway, N. Y.

NATIONAL ASSOCIATION MASTER COMPOSITION ROOFERS OF THE U. S.—Wm. K. Thomas, 61 Warren St., Chicago, Ill.

STATE LIQUOR DEALERS' ASSOCIATION—John A. Losnor, President, Norfolk, Va.

List of AMERICAN POMOLOGICAL SOCIETY (Special Meeting)—Prof. John Craig, Ithaca, N. Y.

AMERICAN FEDERATION HORTICULTURAL SOCIETIES—C. E. Bassett, Fennville, Mich.

SOCIETY OF HORTICULTURAL SCIENCE—Prof. H. H. Bailey, Ithaca, N. Y.

October

3d NEW JERSEY DAY.

4th PENNSYLVANIA DAY.

7-12 ANCIENT AND HONORABLE ARTILLERY (Boston).

7-9 GRAND ROYAL ARCH CHAPTER OF VIRGINIA—A. J. Hubbard, Richmond, Va.

8-9 NATIONAL FUNERAL DIRECTORS' ASSOCIATION—H. M. Kilpatrick, Elmwood, Ills.

8-9 FERTILIZER MANUFACTURERS' ASSOCIATION (9th Special Day)—W. G. Sadler, Nashville, Tenn.

- 9th VIRGINIA DAUGHTERS OF THE CONFEDERACY—Mrs. James Y. Leigh, Norfolk, Va.
- 10th GRAND COMMANDERY KNIGHTS TEMPLAR (Virginia)—T. J. Nottingham, Norfolk, Va.
- 11th DAUGHTERS OF THE REVOLUTION (Special)—Miss E. Pierce, Washington, D. C.
- 11-12 SONS OF THE AMERICAN REVOLUTION (Special)—A. Howard Clark, Washington, D. C.
- 11-17 DISCIPLES OF CHRIST (17th Special Day)—Dr. B. C. Long, Buffalo, N. Y.
- 11-20 TROOP "A" GOVERNOR'S GUARD, Hartford, Conn.
- 13-14 JUNIOR ORDER UNITED AMERICAN MECHANICS (State Council of Virginia)—Thomas B. Ivey, Petersburg, Va.
- 15th BROOKLYN DAY.
- 15-17 ANCIENT AND ILLUSTRIOS KNIGHTS OF MALTA (17th Special Day)—Frank Gray, Philadelphia, Pa.
- 15-18 MILITARY SURGEONS OF THE U. S.—Major James Pilcher, Carlisle, Pa.
- 16th CONNECTICUT DAY.
- 17-20 VIRGINIA CHRISTIAN ENDEAVOR ASSOCIATION—Miss Lula G. Phillips, 525 N. 24th St., Richmond, Va.
- 18th NATIONAL CHRISTIAN ENDEAVOR DAY.
- 21-23 BROTHERHOOD OF AMERICA SUP. CIRCLE—A. J. Eggleston, 461 Moyer St., Philadelphia, Pa.
- 22-24 NATIONAL ASSOCIATION AGRICULTURAL IMPLEMENT AND VEHICLE MANUFACTURERS (24th Special Day)—J. A. Sanford, 422 Home Ins. Bldg., Chicago, Ill.
- 2d wk INTERSTATE ASSOCIATION LIVE STOCK SANITARY BOARD—S. Ward, Minneapolis, Minn.
- COLOMBIAN WOODMEN—Jonathan Frost, Atlanta, Ga.

November

- 4-6 NATIONAL COUNCIL OF JEWISH WOMEN—Mrs. Pauline H. Rosenberg, Pittsburg, Pa.
- 11-13 AMERICAN FEDERATION OF LABOR (13th Special Day)—Frank Morrison, 423 G. St., Washington, D. C.
- 13-14 UNITED DAUGHTERS OF THE CONFEDERACY (14th Special Day)—Mrs. E. G. Henderson, President, Gulfport, Miss.
- 2d wk NATIONAL COUNCIL OF HORTICULTURE (Special Meeting)—H. C. Irish, St. Louis, Mo.

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CHICAGO

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Special Events

Fourteen of the twenty-three States that have buildings at the Jamestown Exposition will have special days on which to celebrate in honor of their State. Following is a list:

- Georgia day, June 10th.
- Virginia day, June 12th.
- South Carolina day, June 28th.
- West Virginia day, July 2d.
- Massachusetts day, September 3d.
- Rhode Island day, September 10th.
- Maryland day, September 12th.
- Vermont day, September 18th.
- Missouri day, September 21st.
- North Carolina day, August 15th.
- Louisiana day, August 22d.
- New Jersey day, October 3d.
- Pennsylvania day, October 4th.
- Connecticut day, October 16th.

In addition to the State days, Virginia and North Carolina will celebrate a "Home Coming Week," Virginia selecting June 11th, and North Carolina, August 12th, each continuing for seven days.

H. SEELINGER'S STAG HOTEL

— AND —

Ladies' and Gentlemen's Cafe and Restaurant

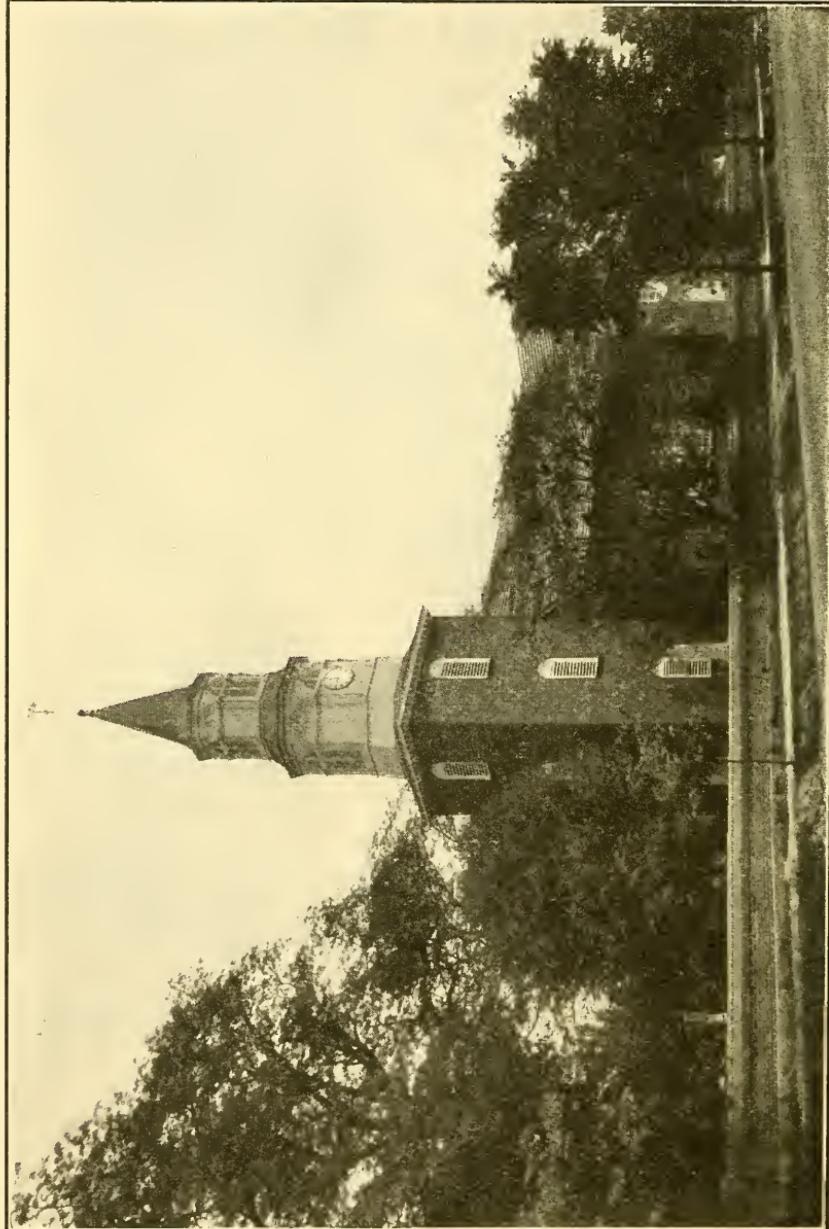
39-41 CITY HALL AVE.

EVERYTHING THE BEST

Steamed Oysters a Specialty

**otel, Cafe, and Restaurant Handsomely Equipped, Prompt
and Polite Service, Moderate Prices**

Bruton Parish Church—Williamsburg, Va.



Historical Events of Virginia

1492-1605

Prelude

By royal authority of Queen Isabella and King Ferdinand, on August 3, 1492, at Palos, a small seaport of Spain, three sailing vessels, no larger than the yachts of to-day, started on a voyage of discovery across the Atlantic Ocean. These vessels were the "Santa Maria," "Pinta," and the "Nina," commanded by Christopher Columbus, a bold Italian navigator. The total number of persons on board the three ships was one hundred and twenty. On October 11, 1492, land was sighted, and on the 12th Christopher Columbus and his men landed at the island of San Salvador, set up the royal standard of Castile and Leon, and thus took possession of the land for the crown of Spain.

Columbus found the island already inhabited by a peaceful race of brown skin, naked savages, whom he called "Indians." He next sailed southward, and discovered the islands of Cuba and Hayti, which were also populated with the brown skin savages. After exploring these islands, Columbus returned to Spain in 1493. Later he made three other voyages, establishing colonies in the West India Islands, and discovering South America near the mouth of Orinoco River, in 1498. Columbus died at Valladolid, Spain, May 20, 1506, at the age of seventy-two years, and later his remains were transferred to Havanna, Cuba, and interred with highest honors. After the Spanish-American conflict, his remains were removed to Spain.

During 1497, John Cabot, an Italian, and his son Sebastian, commanding an English fleet, crossed the Atlantic Ocean, and landed on the main continent of North America, near Cape Breton, but no settlement was established.

In 1498, Sebastian Cabot made another voyage, landing near Labrador. He then sailed south along the Atlantic coast to what we now call Virginia, claiming all the land he discovered for the crown of England. No settlements were established, however.

In 1512, Ponce de Leon sailed from the West Indies, and took possession of Florida in the name of Spain, but his people were driven away by the Indians, and he was mortally wounded.

In 1513, Balboa crossed the Isthmus of Panama, and discovered the Pacific Ocean.

In 1519, Ferdinand Cortez sailed from Cuba, and landed at Vera Cruz, Mexico. Mexico was then inhabited by a powerful race called Aztecs. They were a much higher race than the Indians, being civilized, and living in cities containing great palaces and temples. They also had a written language, books, and cultivated the soil. The Aztec emperor was named Montezuma. After three years of warfare, Cortez took possession of the whole country of Mexico in the name of Spain.

In 1524, the King of France sent a navigator named Verrazzani to America, and he sailed along the coast from Florida to Newfoundland, where he set up the standard of the French monarch, and called the country New France.

Americus Vespuclius discovered parts of South America after Columbus' first discovery.

In 1534, Jacques Cartier discovered the St. Lawrence River, and claimed Canada in the name of France.

In 1541, Ferdinand de Soto sailed from the West Indies to Florida. From there he marched as far north as what is now Georgia, and then westerly to the Mississippi River, which he discovered, and claimed the country in the name of Spain.

In 1562, French Huguenots established a colony at St. Augustine, Florida, but in 1565, the Spanish massacred the French at St. Augustine. A few years after this, Don Pedro Morques, governor of Florida, sailed north along the coast, and entered the "Bay of Santa Maria," which is now the Chesapeake Bay. He sent a party of men to form a settlement in this vicinity, but the expedition failed.

In 1576, England sent an expedition to explore America, but it failed.

In 1583, Sir Walter Raleigh sent an expedition in command of Sir Humphrey Gilbert. The island of St. John was reached, but his fleet was scattered by a storm, and Gilbert's own ship sunk.

In 1584, Sir Walter Raleigh secured a patent to explore and settle America, and in 1585, he sent out a colony in command of Sir Richard Grenville, who landed and established a settlement at Roanoke Island in Albemarle Sound (North Carolina). It

was abandoned, however, the settlers returning to England with Sir Francis Drake. A second colony was founded at the same place, and it lasted until 1587. The governor (White) went to England for supplies, leaving behind him eighty-nine men, seventeen women, and eleven children, among the latter his daughter Ellinor and his granddaughter, Virginia Dare, the first English child born in America. When Governor White returned to Roanoke Island, he found it deserted. The settlers had disappeared. No trace of them has ever been found, and their fate will always remain an unsolved mystery.

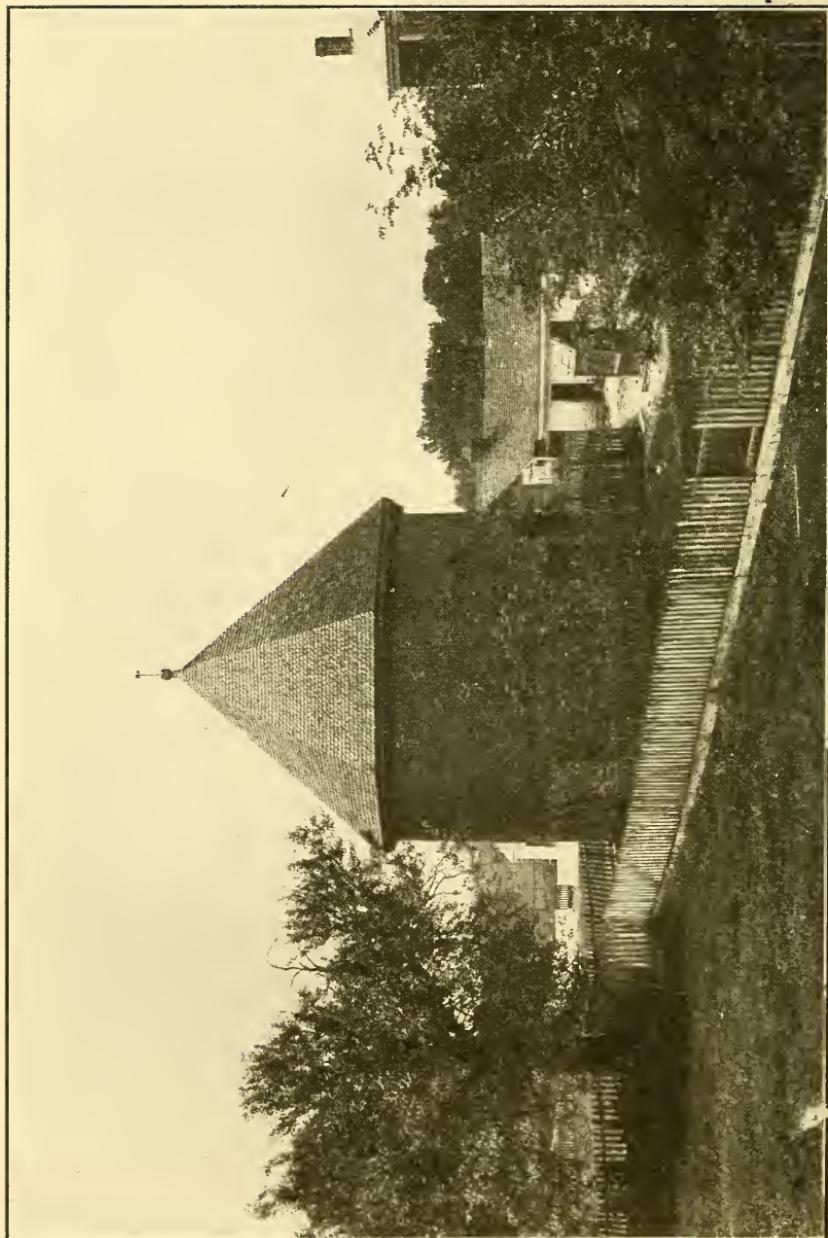
In 1605, the French permanently established Port Royal in Acadia (now Nova Scotia), and Quebec (Canada), in 1608.

Virginia 1607-1907

With the failure of the colony at Roanoke Island, all hopes of establishing her claim to Virginia was abandoned by England, and no further effort was made until 1606, when Bartholomew Gosnold, who had made the first direct voyage across the Atlantic to New England, began a movement toward establishing a colony in Virginia. He became acquainted with John Smith, a famous soldier who had just returned to England from the Turkish war in Transylvania, and with his aid formed a company composed of Sir Thomas Gates, Sir George Summers, Robert Hunt, a clergyman, Edward M. Wingfield, a merchant, Richard Hakluyt, prebendary of Westminster, Bartholomew Gosnold, and John Smith, of London, England.

A charter was secured from James I, on April 10, 1606, under the style of the London Company, the right being given to establish a colony in southern Virginia, that great territory which England had laid claim to in 1497, extending along the Atlantic coast from the present states of Maine to Florida, and as far west as the Mississippi River. The territory granted the London Company was restricted to an area extending fifty miles north, and fifty miles south of the spot selected for settlement, and one hundred miles westward, and one hundred miles eastward, embracing all islands along the coast within that distance. The colony was to be governed by a great council of thirteen, in London, appointed by the King, and a subordinate council in Virginia, appointed by the great council, was to follow its instructions

Old Powder Horn—Williamsburg, Va.



On December 19, 1606, one hundred and five colonists, in three small vessels, one of twenty tons, one of forty, and one of one hundred tons, started down the River Thames, for Virginia. The names of the vessels were the "Discovery," the "Good-speed," and the "Susan Constant." They were commanded by Captain Christopher Newport. During the voyage across the Atlantic Ocean, John Smith was arrested by the other leaders, who charged him with designs to murder them, and proclaim himself "King of Virginia." He remained under arrest until after arrival at Virginia, when the first American jury tried and acquitted him. After nearly three months on the ocean, the West Indies were reached in the early spring. The fleet then sailed northward along the Atlantic Coast, with the intention of landing at Roanoke Island, and establishing the colony at the old site; but a storm drove the vessels further north, and April 26, 1607, they entered between the Capes of Virginia, naming the southern, Henry, after the Prince of Wales, and the northern, Charles, after his brother.

A party landed just inside the capes, but were driven back to their boats by the Indians. On the old lighthouse at Cape Henry a bronze tablet commemorates this landing.

As the ships approached the shores of Chesapeake Bay, the storm subsided, and they named the place Point Comfort. The second landing was at an Indian village called Kecoughtan (now Hampton), where they were received in a friendly manner. A few days later, the ships sailed up the Powhatan River, which was renamed James River in honor of the King, and after landing at various places along its shores, the colonists finally disembarked May, 13, 1607 at a low peninsula on the north side of the river, about forty miles above its mouth, and called the place Jamestown, in honor of the King of England.

As soon as the colonists landed, they erected tents in which to live, and the first church was constructed of an old sail stretched between two trees, and a bar of wood nailed beneath it to serve as a reading desk. Rev. Robert Hunt was the first clergyman. The first council was composed of Edward M. Wingfield, Christopher Newport, John Ratcliff, Bartholomew Gosnold, John Smith, George Kendall, and John Martin. Wingfield was appointed president, but he and nearly all the other councillors soon proved to be unfitted for their positions.

The settlers went actively to work, built log cabins, a larger church of logs with thatched roof, and much progress was made during the early summer. Newport sailed for England to report and obtain supplies, but during his absence disaster overtook the colony. The Indians attacked the settlers, killing one and wounding seventeen others. With July came fever, which prostrated the entire colony. The food supply gave out, and famine stared them in the face. By September the fever and famine had swept away fifty men, about one-half the colony, and among the dead were Bartholomew Gosnold and Thomas Studley, who was treasurer of the colony.

John Smith was left to contend with Wingfield and his followers who had become dissatisfied with the enterprise. Wingfield and Kendall attempted to seize the "Pinnace" and escape to England, but the colonists dealt promptly with them. They were deposed from the council, and Ratcliff was elected president, but he proved to be no better than his predecessor. The only hope of the settlers was John Smith, whom they looked upon as their leader. He made several expeditions down the James River in search of corn; his return from one of these trips was most opportune, as Wingfield and Kendall had again attempted to escape, when Smith opened fire on them with cannon, compelling them to surrender. Kendall, the ringleader of the conspiracy, was tried by a jury, found guilty, and shot. Wingfield was spared, but deprived of all authority. The fall came, driving away the malaria and restoring the sick. Fish and wild fowl became plentiful, and there was no longer danger of famine. Smith, who was acting president, retired, and on December 10, 1607, set out in a barge with a party of men, ascending the Chickahominy River, to a point now known as White Oak Swamp, landed with an Indian guide, was captured, and taken before Chief Opechancanough, brother of Powhatan, bound to a tree, and was about to be killed, when by showing a small pocket compass to the Indians, his life was spared. He was carried across the country to Werowocomoco, the "Chief Place of Council" of Emperor Powhatan, on the York River.

He was carried before Powhatan, and condemned to die. Two large stones were brought, and he was bound and forced to kneel with his head upon them. Indian warriors stood with

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Baltimore stands, traveling over three thousand miles, and returning to Jamestown in September, 1608.

At the end of autumn, Newport arrived at Jamestown for the third time, bringing a number of settlers, among them being Mistress Forrest and her maid Anne Burras, who was afterwards married to John Laydon, this being the first English marriage in America.

After vainly endeavoring to discover gold or the South Sea near the upper waters of the James River, Newport again took his departure for England.

Smith forced the idlers to work, and they planted corn and constructed "a fort for a retreat," evidently the old "stone house" standing on a ridge along Ware Creek, which empties into the York River. His influence among the Indians was powerful, and they continued on friendly terms with the English as long as he remained at the head of the colony.

At the end of May, 1609, a fleet commanded by Christopher Newport sailed from England for Virginia with five hundred new settlers. When within eight days' sail of Virginia, the fleet encountered a severe storm, one of the vessels was lost, and the "Sea Venture," with the rulers and one hundred and fifty persons, was separated and went ashore on the Bermuda Islands. The remainder of the fleet finally reached Chesapeake Bay, and found safety in Hampton Roads, August, 1609.

Proceeding to Jamestown with the fleet, Ratcliff proclaimed authority in the name of the rulers, and went about the town denouncing Smith as a usurper, when Smith arrested him and his followers, placing them in confinement to await trial. This incident so disheartened Smith that he resigned his position in favor to Martin, whom he had sent to Nansemond to form a branch settlement, but Martin was in such fear of the Indians that he fled to Jamestown, leaving his company to their own fortunes.

John Smith sailed up the James River with a small party, and established a subordinate colony near the present site of Richmond, naming it "Nonesuch"; but on his return to Jamestown, a bag of gunpowder exploded in the boat, wounding him very badly. He was taken to Jamestown, but there was no one to dress his wounds properly. His past services were forgotten,

and an attempt was made to murder him while he was helpless on his bed. And he finally returned to England in September, never to again visit Virginia.

After returning to London and recovering from his injuries, Smith made another voyage across the Atlantic, in 1614, to New England, gave the names of Boston and others to points along the coast, and made a partial exploration of the country. The result is said to have lead to its settlement by the Puritan Pilgrims. James I. conferred on him the title of "Admiral of New England."

After the departure of John Smith from Virginia, Pocahontas did not visit Jamestown again voluntarily, but in 1612 was taken prisoner by Captain Samuel Argall, and remained at Jamestown until the spring of 1613. Pocahontas had often headed small bands of Indians laden with corn, which she would bring from Werewocomoco to the settlers at Jamestown, after she had so nobly saved the life of John Smith, whom she looked on as the leader of the colonists.

During Smith's imprisonment at Werewocomoco, it is said he often made toys for Pocahontas, and she became very much attached to him, calling him "father"; but after his departure for England, she was not seen at Jamestown again until captured and carried there. Captain Argall solicited a personal interview with Powhatan by sending two couriers, Master John Rolfe and Master Sparks, through the woods to his retreat; but Powhatan would not receive them. Pocahontas seemed depressed at her father's attitude, and decided to dwell with the English.

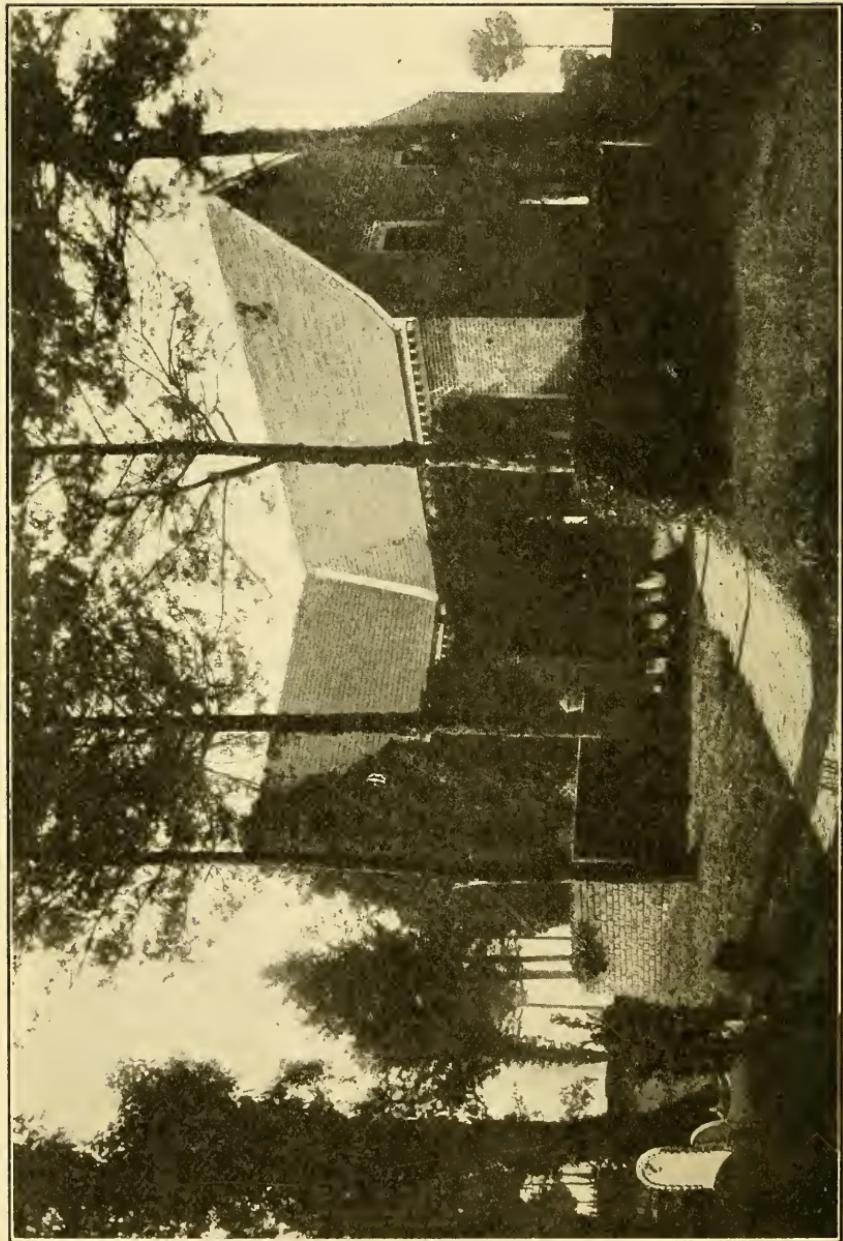
Master John Rolfe and Pocahontas fell in love with each other, and were married in April, 1613, Powhatan having finally given his consent. The scene was the church at Jamestown, and the sacred edifice was filled with representatives of several Indian tribes and the English colonists, who witnessed the union of these two nations. Pocahontas was christened Rebecca, and was eighteen years old when she married John Rolfe.

When Smith left Virginia in September, 1609, Jamestown was in a prosperous condition, and subordinate settlements at "Nonesuch," Point Comfort, Nansemond, and elsewhere were

thriving well; but George Percy found the arduous task before him too much for his strength, and the prospect before the colony began to grow gloomy. The Indians assumed a hostile attitude, attacking and murdering all the settlers they encountered. Ratcliff, with a party of thirty men, who were on their way to visit Powhatan, were ambushed, and all except one man and a boy were killed, these two being saved by Pocahontas. Governor George Percy was ill, Ratcliff was dead, and West, who was head of the colony at "Nonesuch," in despair sailed for England. With every passing hour the prospect grew darker. Thirty men ran off with one of the vessels, and became buccaneers. Every day death visited some house, and when the owner was buried, the house was torn down and used for firewood. The palisades were also burned, and the men, women, and children, who were starving, lost all fear of the Indians. The colony was tottering on the verge of destruction. Of nearly five hundred persons at Jamestown in September, 1609, only about sixty were alive in May, 1610.

The end was near, and the little group of settlers were huddled together behind the dismantled palisades, and could not have survived much longer. But help was coming. Sir Thomas Gates and Sir George Somers, who had been wrecked upon the Bermuda Islands, had built two small ships, the "Patience" and "Deliverance," and sailed for Jamestown, where they arrived towards the last days of May, 1610. A scene of desolation greeted them, and despairing at finding famine where they expected abundance, they decided to sail for England, and take the remnant of the colony with them.

On June 7, 1610, the "Patience" and "Deliverance," with two vessels which were at Jamestown, sailed for England, carrying the colonists who had struggled for over three years to establish an English settlement in America. On the following morning, the little fleet, which had anchored for the night previous off Mulberry Island, were about to continue their journey, when a rowboat was sighted coming toward them. It brought joyful tidings. Lord Delaware had arrived with three vessels from England, had heard at the lower settlement (Point Comfort) that Jamestown was about to be deserted, and had sent his long boat with dispatches directing Gates and Somers to



Old Blandford Church—Petersburg, Va.

return to Jamestown, where he would soon join them, and, accordingly, the colonists again landed at the place they had only the day before abandoned.

On June 10th (Sunday), Lord Delaware landed, and after kneeling and offering a prayer, he delivered an address encouraging the colonists. Events had followed each other like scenes on the stage of a theater. The curtain had slowly descended on the desolate picture of the abandoned colony, and risen again on a busy and bustling scene. In the space of three days, the Virginia colony had perished and come to life again.

Virginia, under Lord Delaware, became a well organized colony, and Jamestown was a scene of tranquility, but he did not remain in Virginia long, as his health became bad, and he was forced to return to England, during March, 1611.

In May, 1611, Sir Thomas Dale came as "High Marshall" of Virginia, and found a hard task before him. A conspiracy was entered into by a number of the malcontents, but Dale promptly crushed it by putting the leaders to death. Sir Thomas Gates, who had gone to England some time before, returned during the summer, bringing a supply of provisions and three hundred additional colonists.

In September, 1611, Sir Thomas Dale, with three hundred and fifty men, made a voyage up the James River, and founded the city of "Henricus," within the plateau just above "Dutch Gap," and nearly surrounded by what is now known as the "Seven Mile Loop" of James River. The place was named in honor of Prince Henry, son of James I.

In 1615, Sir Thomas Dale induced the London Company to grant fifty acres of land in fee simple to each colonist, who would clear and settle on them, and pay a nominal yearly rental to the king, and any one paying into the treasury the sum of twelve pounds, ten shillings, should own one hundred acres, to be located wherever selected; and whoever performed a public service to the Company or colony was to be rewarded with a grant not to exceed two thousand acres. Thus began the absolute tenure of real estate in Virginia.

When Sir Thomas Dale returned to England in 1616, John Rolfe and Pocahontas accompanied him. George Yeardley was made governor of the Virginia colony, which was now growing

rapidly. Settlements extended from Varina to Dale's Gift on the coast, near Cape Charles. Yeardley introduced the cultivation of tobacco, and finding it commercially valuable in Europe, the settlers began to plant it, and it soon became a great staple of Virginia.

Pocahontas, with her husband, arrived at London in the early summer of 1616, and was presented at Court by Lady Delaware. She was received with great distinction. During her stay in London, she accidentally met Captain John Smith, who had just returned from France. It is said that Pocahontas had been told that John Smith was dead, and she was much surprised upon meeting him again. The interview was very brief, and his manner of addressing her as "Lady Rebecca" seemed to offend her, and she tearfully reproached him for his formality. This was probably the last time they saw each other, as Pocahontas died suddenly at Gravesend, in March, 1617, and was buried in the parish church, where her name was registered as "Rebecca Wrothe." The church was afterwards burned, and the exact spot of her grave is unmarked. She was twenty-two years old when she died, her career being a brief and pathetic one, which has appealed to the human heart in every land.

John Rolfe returned to Virginia, where he became a prominent official. His son, Thomas Rolfe, was reared in London, and when a young man he came to Virginia and commanded Fort James on the Chickahominy River. Later he married in England, but again returned to Virginia, and some of the most respectable families in this state are descended from him.

Powhatan was now past seventy years old and the death of Pocahontas had been a severe blow to him. He retired to Orapax, where he died in 1618. The exact spot of his burial place is not known, but his dust probably reposes near the present Cold Harbor.

In 1617, Captain Samuel Argall went to England and by intrigue succeeded George Yeardley. He ruled as deputy-governor and admiral of Virginia, until April 19, 1619, when he was succeeded by George Yeardley again, who was made governor-general. James I. had by a new charter to the London Company granted Virginia representative government, and on July 30, 1619, the first legislative body that ever sat

in America assembled at Jamestown. The assembly consisted of twenty-two members, and the first session was held in the Old Church. The Speaker was Master John Pory, and the session was opened with prayer by Rev. Mr. Bucke, after which the Burgesses took the oath of supremacy.

In 1618, Sir Walter Raleigh was executed in England.

During the summer of 1619, Sir Edwin Sandys sent to Virginia ninety young women of unexceptionable characters, who had volunteered to become wives for the settlers. On arrival of ship, each man selected his wife and paid to the agent of the London Company one hundred and twenty pounds of tobacco, and was at once married. The arrangement was so successful that sixty other maids came to Virginia for the same purpose.

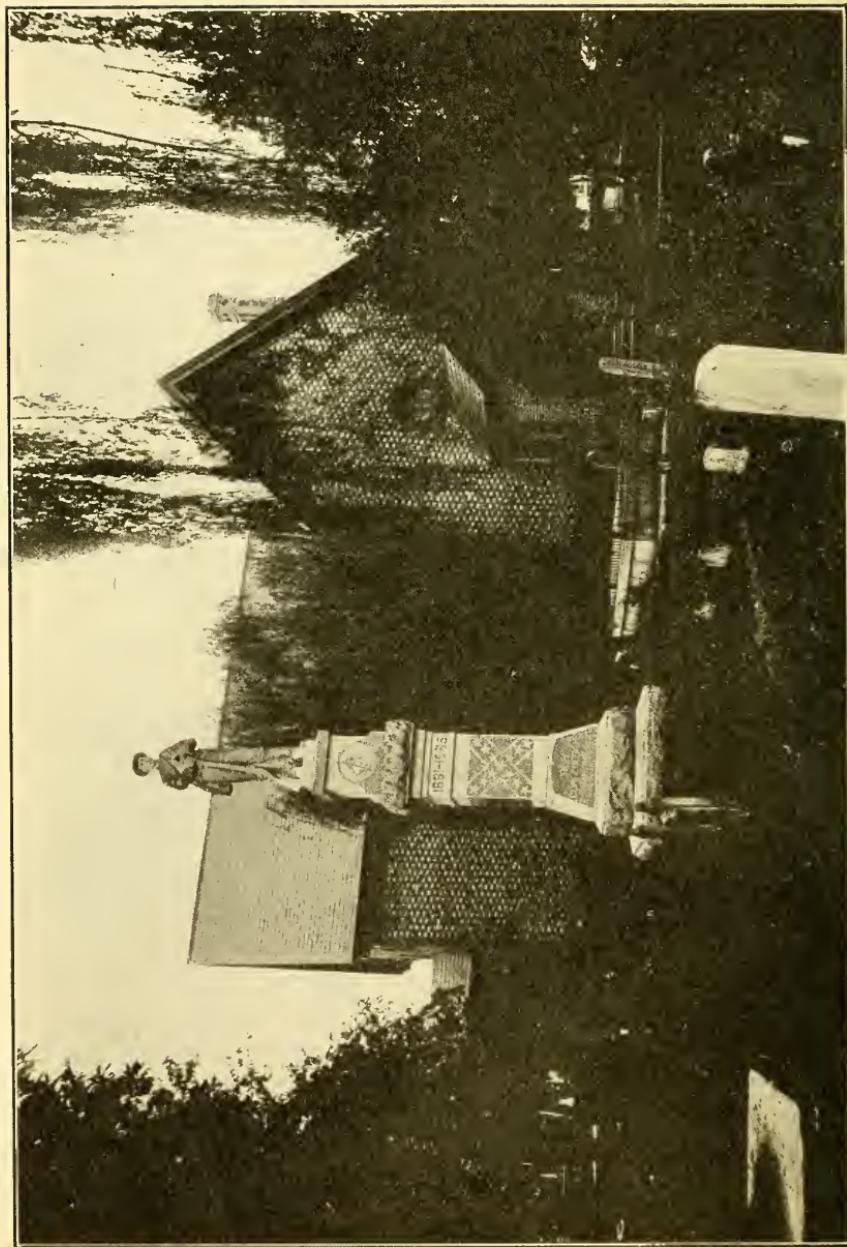
About the last of August, 1619, a Dutch ship sailed up the James River bringing to Virginia twenty African slaves, the first negroes ever brought to North America. They were purchased by the planters and scattered throughout the plantations to cultivate tobacco. From this small number, the negroes multiplied year after year until their numbers now reach into millions.

After the death of Powhatan in 1618, Opitchapan, then an old man, became chief, but he was quickly succeeded by Opechananough, who secretly plotted for four years to exterminate the English. And in the early spring of 1622, the Indians attacked the English at every settlement from Falling Creek to the Virginia Capes, at the same day and hour, killing three hundred and forty seven persons. The surviving colonists arose *en masse* and hunted down the Indians, butchering them in every direction without mercy.

In 1624, James I. took the government of the Virginia colony out of the hands of the London Company, and began to compose a new set of laws for Virginia, but before completing the work, he died in March, 1625, and Charles I. became King of England, and officially recognized the Virginia Burgesses as a branch of the English government.

The figures of governors come and go in long procession: Francis Wyatt was governor during 1625, but returned to England and George Yeardley resumed authority until his death in

St. John's Church—Hampton, Va.



1627, when he was succeeded by Francis West, brother of Lord Delaware. In 1628, he gave way to John Pott, whose rule was brief and uneventful.

In 1629, came Sir John Harvey who ruled the Virginians in a most tyrannical manner, until April 28, 1635, when he was thrust out of the government by the Virginia Assembly, but appealed to Charles I. who ordered him back to Virginia, where a little later he was succeeded by Francis Wyatt who returned from England and ruled as governor for two years, until the arrival of Sir William Berkeley, who for more than thirty years, was one of the most conspicuous figures in Virginia history.

John Smith died in the year 1631, at the age of fifty-two and was buried under the chancel of Saint Sepulchres Church, London.

In 1634, Cecilius Calvert (the second Lord Baltimore), who had obtained a grant through his father, from Charles I., sent Leonard Calvert with twenty "gentlemen" and three hundred "laborers" to Virginia, who founded a colony on the banks of the Chesapeake Bay, and named it Maryland, after "Queen Mary." This grant was obtained for the purpose of securing the free exercise of his (Roman Catholic) religion, and marked the first arrival of Catholics in Virginia. The settlement established is now known as St. Mary's, and is the oldest, and one of the most historical places in Maryland.

Episcopal Church, Smithfield, Va., built in 1632.

When Sir William Berkeley became governor of Virginia, he was forty years old. He married a lady of Warwick County soon after his arrival, and lived at "Green Spring," an estate of about one thousand acres near Jamestown. On April 18, 1644, the Indians attacked the settlers along the York and Pamunkey rivers, killing about three hundred of them, and Sir William Berkeley marched with a body of horsemen to the scene, routing the Indians and capturing Opechancanough, whom he carried a prisoner to Jamestown, where a guard shot the chief in the back. This wound caused his death, and ended, for a time, the long struggle between the Indians and the English.

About this time a great conflict was going on in England between the king and Parliament, and in January, 1649,

Charles I. was beheaded. His execution was a great shock to the Virginians, and when the Burgesses met in October, 1649, they hastened to give voice to their horror and indignation, and recognized Charles II., the fugitive son of the martyred king, as his successor.

In October, 1650, the Parliament prohibited trade with Virginia and ordered a fleet sent to suppress the colony, which was deemed guilty of rebellion against the English Commonwealth. In March 1652, the English ships arrived at Jamestown and demanded the surrender of the colony. At Berkeley's summons Jamestown was put in a state of defense, but after long discussion with the commander of the English fleet, the Virginians surrendered. Thus within a few hours Virginia passed from the king to the Commonwealth. The old went and the new came peacefully. The hearty cavalier, Berkeley, retired to Green Spring, and the short haired people, called by their enemies "Roundheads," became the masters.

On April, 1652, Richard Bennett, Esquire, was elected governor of Virginia by the Commonwealth for the ensuing year, and William Claiborne was made Secretary of State. The Assembly was given the right to elect all officers of the colony, and the first House of Burgesses under the Commonwealth (April, 1652) numbered thirty five persons, representing thirteen "counties," as follows: Henrico, Charles City, James City, Isle of Wight, Nansemond, Lower Norfolk, Elizabeth City, Warwick, York, Northampton, Northumberland, Gloucester, and Lancaster. Surry County was added in 1653. Northampton was a new name for the old county of Accomac.

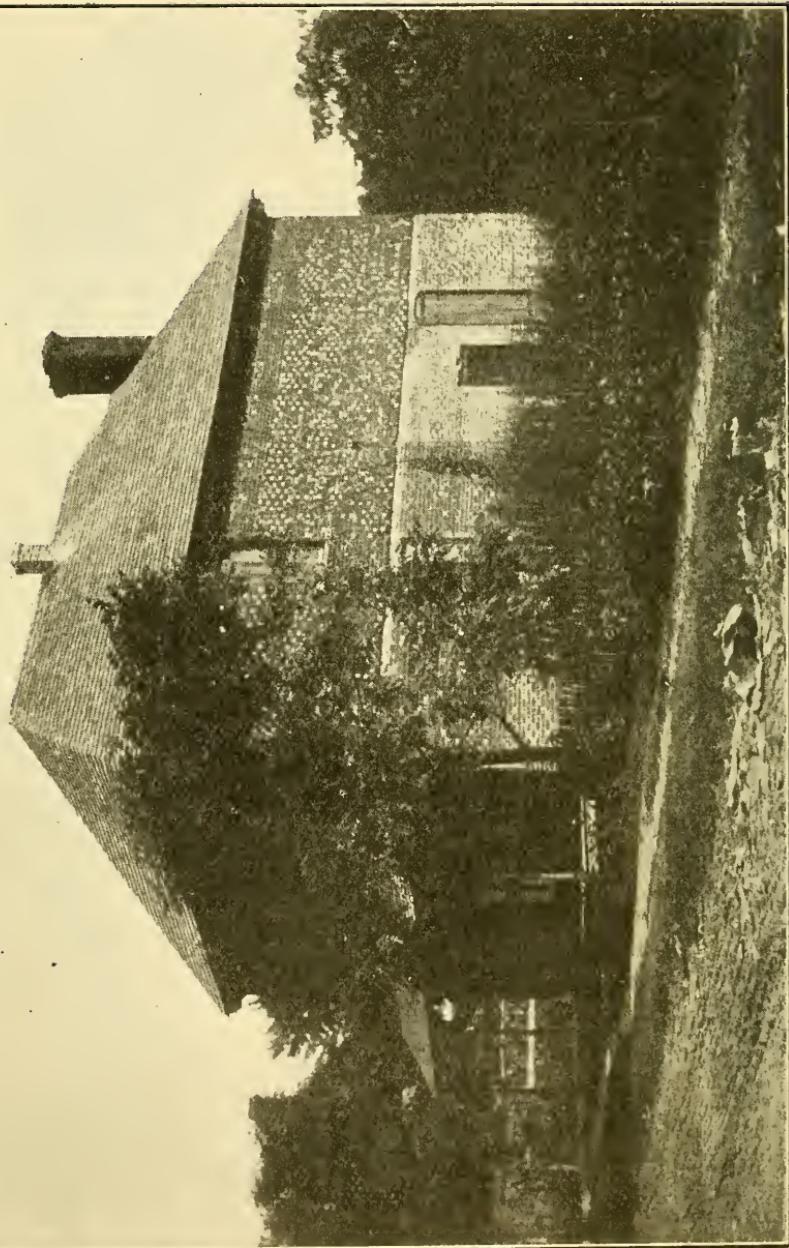
Richard Bennett, Esquire, was succeeded in March, 1655, by Edward Diggs, who was succeeded in 1656 by Samuel Matthews, all elected by the Burgesses.

In September, 1658, Cromwell died, and Richard Cromwell, his successor, resigned the government of England in April, 1659. During this year Samuel Matthews, governor of Virginia, died. During the spring of 1660, all things again changed in Virginia. The Commonwealth of England had fallen, and the Royalists regained power. Virginia had been without a governor since the death of Matthews, and the General Assembly was the only governing power.

Charles II. became King of England, and Sir William Berkeley was again elected governor. Virginia had thus been returned to the royal fold. In 1662 the Friends (or Quakers), and the Baptists first came to Virginia. For nearly ten years the career of the colony was uneventful. In 1670 the population had increased to forty thousand.

In 1676 "Bacon's Rebellion" was caused by Charles II. granting nearly all of Virginia to the Earl of Arlington and Lord Culpepper; the restriction of suffrage to freeholders, and the failure of Governor Berkeley to protect the frontier forts, and his refusal to grant Nathaniel Bacon a commission to march against the Indians, who had attacked his estate and harassed other settlers along the borders of the colony. Nathaniel Bacon organized a company of horsemen and advanced on the Indians near the present site of Richmond, routing them. This so angered Governor Berkeley that he ordered Bacon's arrest with "about thirty gentlemen besides," when they came to Jamestown to attend a session of the Burgesses. Bacon was called before Berkeley and agreed to apologize before the House of Burgesses, of which he was a member, for his rash act, and Berkeley promised to commission him "general of the Indian Wars," but did not do so and Bacon organized a large force of sympathizers, and marched on Jamestown with the determination of securing the commission, and after an exciting scene the Burgesses appointed Nathaniel Bacon commander-in-chief against the Indians, and the appointment was ratified by Berkeley. Bacon made his headquarters near West Point at the head of York River. Parties of horsemen were sent in every direction to scour the woods and ferret out the Indians. He was fighting the public enemy, and doing his duty as an honest Virginian. That was not, however, the view taken by his angry adversary and Governor Berkeley a second time proclaimed Nathaniel Bacon and his followers rebels and traitors. This precipitated a war between the followers of Bacon and the adherents of Governor Berkeley, and Bacon marched on Jamestown in September 1676, fought a battle with Governor Berkeley's followers and drove them out, after which he set fire to Jamestown and entirely destroyed it. Bacon was soon taken ill with fever contracted from exposure during his marches about the country,

First United States Custom House—Yorktown, Va.



and died October, 1676, in Gloucester, at the home of Major Pate. He was secretly buried by his friends, to prevent any possibility of Governor Berkeley learning of his burial place, and the exact location of his grave remains a secret. We only know that his body lies in some remote spot of the woods of Gloucester, or sunk in the York by the weight of stones placed in his coffin.

The rebellion ended with the death of Bacon, but governor Berkeley hunted down all those prominent as leaders, and executed nearly every one he could lay his hands upon. Sir William Berkley returned to England, where he expired July 13, 1677.

In 1685, James II. ascended the throne as King of England. During the reign of James II. a seal was ordained for Virginia, but was not used until about the end of the century. It consisted of the English shield with the inscription "En dat Virginia quintum."

In 1689, William and Mary became king and queen of England, succeeding James II. who had sailed for France in 1688, not to return.

In 1690, Sir Francis Nicholson who had been governor of New York, was transferred to Virginia, but in 1692, he was sent to Maryland and Sir Edmund Andros came to Virginia.

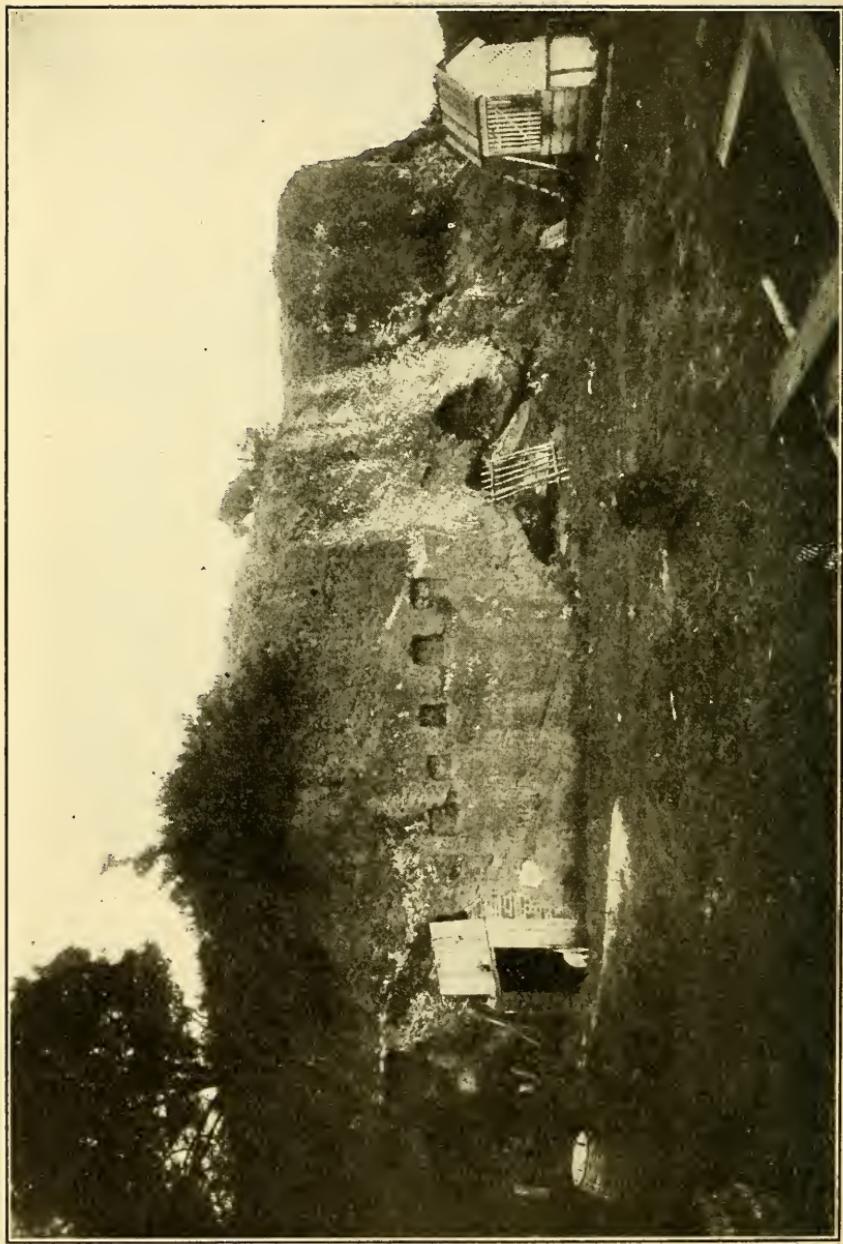
In 1693, Rev. Jas. Blair founded William and Mary College at Middle Plantation (now Williamsburg) second oldest institution of its kind in America, Harvard being the first. He was its first president and was rector of church at Jamestown and later of Bruton Parish Church, Williamsburg.

In 1698, Sir Francis Nicholson again returned to Virginia, displacing Sir Edmund Andros. He laid out a city at Middle Plantation and named it Williamsburg. In 1698 and in 1699, when the State House at Jamestown was burned, he removed the seat of government to Williamsburg.

In 1700, Queen Anne succeeded William and Mary to the throne of England.

In 1705, Yorktown was established, although settled and laid off into streets as early as 1619. First Custom House in America built there in 1715. In 1710, Alexander Spotswood came to Virginia, at age of 34 years. He was a man of force and a determined ruler. He built iron furnaces and made wine at Germanna on the Rapidan. Founded an Indian school-mission

Cornwallis Cave—Yorktown, Va.



on the Meherrin River (in 1716), and went on an expedition beyond Blue Ridge Mountains with a large party of good companions. The shoeing of the horses with iron gave rise to the order of the "Knights of the Golden Horse Shoe." He sent two ships to capture "Blackbeard" the pirate, in Pamlico Sound (Nov. 21, 1718), and Lieut. Maynard commanding the Virginians boarded the pirate ship and a hand to hand fight followed. "Blackbeard" was killed and his head stuck on the bowsprit of one of the vessels, and thirteen of the pirates hung at Williamsburg. "Blackbeard's" skull is still preserved in Virginia, and fashioned into a drinking cup, rimmed with silver. Governor Spotswood had another residence at Temple Farm, the former name of the "Moore House," where, Oct., 1781, Lord Cornwallis surrendered, and here he spent his last days after retiring as governor.

In 1740, he was commissioned major-general to command an expedition to the West Indies, but died suddenly (June 7, 1740), when about to embark. Was buried at Temple Farm, where his grave was recently discovered.

In 1715, Bruton Parish Church was built at Williamsburg, although the Parish was founded in 1632. In 1714, the old "Powder Horn" was built at Williamsburg. In 1716, the first theater in America was built at Williamsburg.

Virginia in these years was reaching out steadily past the mountains, and into the Shenandoah Valley. Richmond was established in 1733, and Petersburg about the same time. Blanford Church, Petersburg, was built in 1735. The following lines were inscribed on its walls in 1841 by an unknown writer:

Thou art crumbling to the dust, old
pile,

Thou art hastening to thy fall,
And round thee in thy loneliness
Clings the ivy to thy wall.
The worshippers are scattered now
Who knelt before thy shrine.
And silence reigns where anthems rose,

In days of "Auld Lang Syne."

And sadly sighs the wandering wind
Where oft in years gone by,
Prayers rose from many hearts to

Him.

The Highest of the High.
The tramp of many a busy foot
That sought thy aisles is o'er,
And many a weary heart around
Is still forever more.

How doth ambition's hope take wing.
How droops the spirit now!

We hear the distant city's din,
The dead are mute below.

The sun that shone upon their paths
Now gilds their lonely graves:
The zephyrs which once fanned their
brows

The grass above them waves.
Oh! could we call the many back
Who gathered here in vain,
Who've careless roved where we do
now,

Who'll never meet again—
How would our weary souls be stirred,
To meet the earnest gaze
Of the lovely and the beautiful
The lights of other days.

George Washington, born in Westmoreland County February 22, 1732. Died at Mount Vernon, December 14, 1799.

Patrick Henry, born at Studley, Hanover County, May 29, 1736. Died at Red Hill, Charlotte County, June 6, 1799.

Winchester was founded in 1738, and other towns were rapidly established. In 1736, "The Virginia Gazette," the first newspaper in Virginia, was established at Williamsburg. First Masonic Temple in America was at Williamsburg, and it was in the old building now standing on Francis Street, that George Washington was initiated into Masonry. Presbyterians first settled in the valley of Virginia in 1732. Methodism was first established in Virginia at Williamsburg in 1740.

Thos. Jefferson, born in Albemarle County, April 13, 1743. Died July 4, 1826.

In 1753 the French invaded Virginia's territory beyond the Ohio River, and Governor Robert Dinwiddie sent Major George Washington as envoy to protest against the French occupation. The English protest was unheeded, and in 1754 an expedition commanded by Washington was sent against the French, but it resulted in the surrender of the English July 4, 1754, at Great Meadows. In February, 1755, General Edward Braddock with 1,000 men was sent to Virginia for the purpose of wresting the English territory from the invading French, and reinforced by Provincials, from Virginia, Maryland and New York, the army of 2,000 men set out from Cumberland early in June, 1755, arriving at Fort Duquesne, July 9, 1755, but was completely routed by the French, and General Braddock, mortally wounded, died four days later, July 13, 1755. Washington, who accompanied Braddock as a member of his staff, had four bullets shot through his coat and two horses shot under him.

In 1758 the last struggle with the French virtually ended. After several battles the French blew up Fort Duquesne and retreated. Washington, then lieutenant colonel, entered with the Virginians and planted the English flag on the smoking ruins.

In the redistribution of territory Canada was lost to the French. The English line extended west to the Mississippi and Spain surrendered the Floridas. Thus England had acquired a greater domain than was claimed in the old Virginia charters.

Here the period of the colony ends and the Commonwealth begins. Out of the war with France grew the struggle which separated the English provinces from the Crown. In 1763 Patrick Henry declared at Hanover Court House that the Virginians had the right alone to legislate for Virginia. Two years later he repeated the same words, in the discussion of the Stamp Act, and the action of Virginia gave the signal to the continent.

Henry Lee (Light Horse Harry), born in Westmoreland County, Va., Jan. 29, 1756. Died March 25, 1816.

John Marshall, born at Germantown, Va., Sept. 24, 1756. Died at Philadelphia, Pa., July 6, 1835.

James Madison, fourth President of the United States, born at Port Conway, Va., March 16, 1751. Died June 28, 1836.

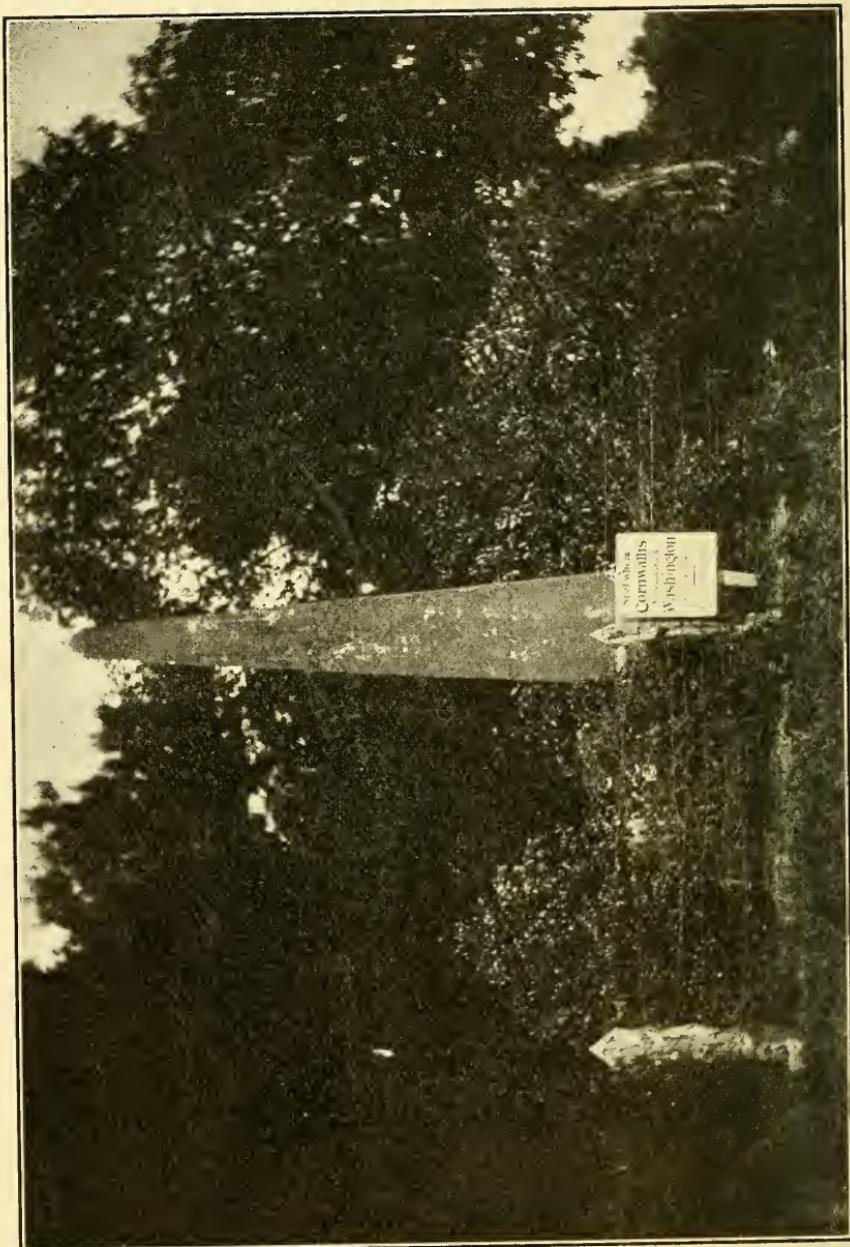
James Monroe, fifth President of the United States, born in Westmoreland County, April 28, 1758. Died at New York, July 4, 1831.

Wm Henry Harrison, ninth President of the United States, born in Charles County, Feb. 9, 1773. Died April 4, 1841. One month after inauguration.

Winfield Scott, born in Dinwiddie, Va., June 13, 1786. Died at West Point, New York, May 29, 1866.

1777—Henry Clay, famous American Orator, legislator and statesman, born near "The Slashes" in Hanover Co., Va., April 12, 1777. At ten years was clerk in small store in Richmond. Studied law, was licensed to practice before he was 21 years old, and became attorney-general. Moved to Kentucky and elected to state legislature, 1803. Served two unexpired terms as U. S. senator. Elected to Congress 1811, and made speaker of House at first session, and again in 1815. Secretary of state under President Adams in 1825. Three times candidate for President of United States, 1824—1832—1844. Died June 29, 1852. In 1764, England placed a tax on Virginia as the result of the war with France, and the famous "Stamp Act" passed House of Commons, March, 1765. By this law all instruments of writing used in the transaction of business in the colonies were to be declared void unless executed on stamped paper, paying a revenue to the Crown. This action was protested against by Patrick Henry, at that time a member of the House of Burgesses, who in the midst of the general hesitation as to the atti-

Monument Marking Exact Location of Surrender of Cornwallis



tude of the Burgesses, rose and offered his celebrated resolutions. These resolutions were opposed by the ablest men as impolitic, but the opposition only aroused the wonderful genius of Henry, and the speech delivered by him on that occasion was one of the noblest displays of oratory ever witnessed in this country, and in spite of all opposition the resolutions passed the Burgesses, and committed the colony of Virginia to resistance.

In March, 1766, England rescinded the Stamp Act, just one year after its passage, but reserved the right "to bind the colonies and people of America, in all cases whatsoever." That was an open declaration of war, and meant the absolute subjection of the Americans, or revolution.

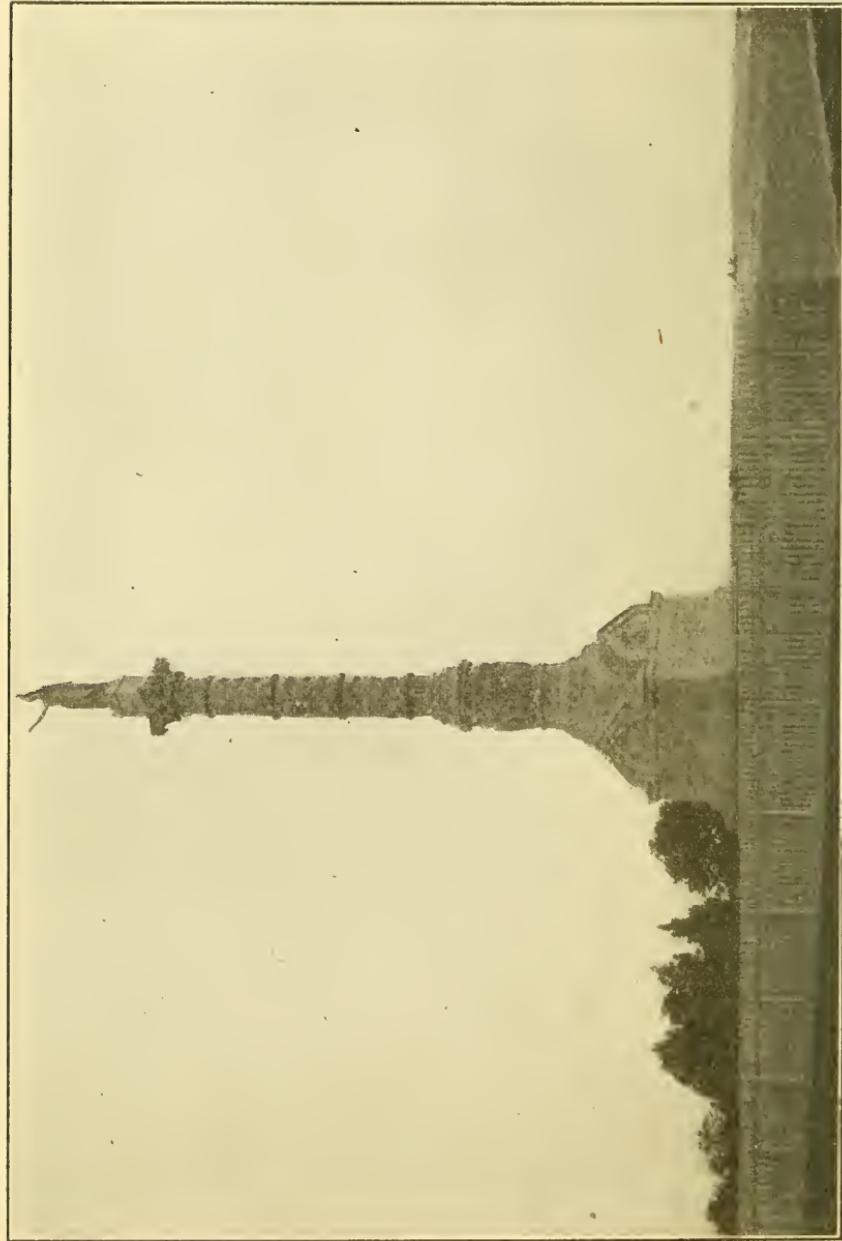
For about ten years after the Stamp Act agitation all Virginia was in turmoil. Great events were felt to be near, and the air was sultry with the heat of the coming storm. In 1767 a new duty was laid on glass, paper, and tea, and this caused new commotions, and so much trouble that suddenly two English regiments appeared at Boston, but the new English logic had no more effect than the old. The country was now upon the threshold of revolution.

In the spring of 1774, revolution was in the very air. Boston was already occupied by British troops. The Burgesses assembled May 27, 1774, at the Raleigh Tavern, Williamsburg, and passed resolutions against the use of tea, upon which a tax had been placed by England. Massachusetts had made the same recommendation in 1765.

The first Congress met at Philadelphia, Sept. 5, 1774, and the men of the North and the South were at last in the presence of each other. At the beginning of 1775, great events were on the march. With every passing day the public mind had become more inflamed. Virginia was already under arms, and the "minutemen" were sworn to obey all orders received from the Committees.

On March 20, 1775, the Virginia convention met at the town of Richmond in "Old Saint Johns Church." Edmund Pendleton was elected president, and Patrick Henry moved that steps be taken for "arming the militia." Many of the members

Soldiers' and Sailors' Monument—Yorktown, Va.



opposed the resolution. The result was one of the grandest of all the displays of Henry's oratory: "If we wish to be free we must fight," he exclaimed. "There is no retreat but in submission and slavery. The war is inevitable, and let it come. I know not what course others may take, but as for me, give me liberty or give me death!" On the 15th of June, George Washington was elected commander-in-chief of the American forces, and assumed command at Boston on the 2d of July.

Lord Dunmore, at that time governor of Virginia, left Williamsburg and took refuge on board his ship lying at Yorktown, June, 1775. He laid waste the settlements along the Chesapeake, and made his headquarters at Norfolk. On Dec. 9th a battle was fought at Great Bridge, and the British defeated. This so enraged Lord Dunmore that he hurried on board his fleet, and sent a party of marines ashore to burn Norfolk. He also bombarded the town, and sailed away leaving the place in ashes, Jan. 1, 1776.

The Virginia convention, June 15, 1776, adopted a resolution declaring the United Colonies free and independent states, and Patrick Henry was elected Governor. On July 4, 1776, the Declaration of Independence, composed by Thomas Jefferson, was adopted by Congress and the United States thus entered upon life. War between England and the United States followed, lasting until 1781, when on Oct. 19th the British surrendered at Yorktown.

After this Virginia ceded the country to the Federal Government, and Congress accepted her terms in 1783. The adoption of the Federal Constitution marks the limits of the history of Virginia proper. May 25, 1787, the Convention at Philadelphia discussed the terms of the proposed Union. September 17th a Constitution was agreed upon, but at the Virginia Convention, held at Richmond, June 2, 1788, Patrick Henry opposed the new Constitution.

In 1791, the Hebrews first permanently located in eastern Virginia, although as early as 1691 a few of them settled in the Western borders of the Colony. Today they form a very important part of our population as builders of this great

republic, being among the foremost in art, literature, politics, and commerce.

1793—Samuel Houston, born in Rockbridge Co., Va., March 21, 1793. Moved to Tennessee. In 1813, enlisted in U. S. Army, under General Jackson. Congressman for Tennessee, 1823-27. Governor of Tennessee 1827, but resigned before expiration of term. President of Texas in 1836. United States Senator from Texas for twelve years. Died July 25, 1863.

After the year 1800, Virginia gradually underwent a change. The aristocratic planter gave place to the democratic citizen. The last years of the Eighteenth Century marked the struggle between the Federalists and the Republicans. In the midst of the political turmoil, the two greatest Virginians of the century expired. Patrick Henry died in June, and Washington in December, 1799. The early years of the Nineteenth Century were marked by the insurrections of Gabriel in 1800, and Turner in 1831, negroes who incited their race to rise against the whites. December 26, 1811, a terrible domestic tragedy was the destruction by fire of the theater at Richmond, by which seventy persons were burned to death, among them the governor of Virginia.

1805—William G. Brownlow, the celebrated Methodist divine and politician was born in Wythe Co., Va., August 20, 1805. Moved to Tennessee. Edited "Knoxville Whig." In 1861 he was a firm adherent of the Union. Governor of Tennessee 1865-69. Elected U. S. Senator 1869. Died April 29, 1877, at Knoxville, Tenn.

1805—John B. Floyd. Born in Montgomery Co., Va., 1805. Removed to Helena, Ark., 1836, but returned to Virginia, 1839, Congress, 1847-49. Governor of Virginia, 1850-53. Secretary of War under President Buchanan, 1857-61. Brigadier-general Confederate Army. Died August 26, 1863.

On May 13, 1807, there was celebrated at Jamestown, the second anniversary of the settlement of Virginia. The festivities lasted five days amid impressive ceremonies. Salutes were fired from thirty-two vessels anchored off Jamestown; bands rendered marshall music and popular airs. Artillery from Nor-

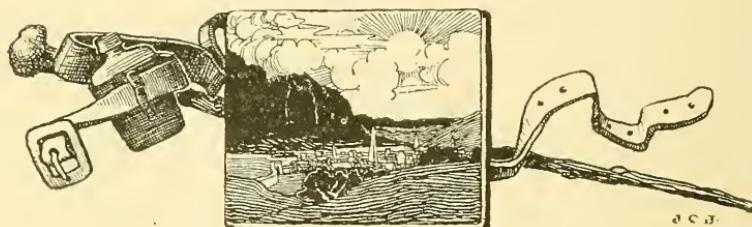
folk; infantry, marines, and citizens paraded and the imposing spectacle was witnessed by a large number of beautiful women.

During the war of 1812, Admiral Cockburn, commanding British fleet, had laid waste the banks of the Chesapeake and surrounding waters, but a force of Virginians at Craney Island, June 22, 1813, repulsed him; Norfolk was preserved from plunder, and the British fleet soon afterwards disappeared.

The year 1819 was marked by the establishment of the University of Virginia,—the pet project of Thomas Jefferson. In 1829, a convention assembled at Richmond to revise the Constitution, and among its members were two ex-presidents, Madison and Monroe, Chief Justice Marshall John Randolph, and other Virginians who had occupied important positions under the State or Federal Government. Important changes were made in the old Constitution, and other changes made since the Civil War, so revolutionized the whole instrument that in 1882 it bore little resemblance to that framed by the Virginians in 1776.

The Virginia Military Institute was opened in 1839, at Lexington. After the war of 1812, Virginia remained at peace, and a prosperous future seemed to be before the ancient Commonwealth, but unhappily the Virginians deceived themselves. The Power which moves nations, as the wind moves dry leaves, was about to inflict upon the country the most terrible of all scourges—the Civil War. On April 17, 1861, Virginia seceded from the Union. A detailed history of the Civil War is impossible here but it is the last great event in the history of Virginia. The great strife of 1861-65 is a remote event nearly forgotten by the present generation, and the old enemies have become friends again. The Blue and Gray who fell fighting for what each believed to be the just cause, sleep in peace, side by side under the flowers scattered by friends and foes alike. During the days of “reconstruction” following the return of Virginia to the Union, and the emancipation of the African slaves by President Lincoln, a great change took place in the social and political conditions of this State, and today New Virginia is moving in the direction of practical results rapidly developing its wonderful resources. The year 1907 will remain a memorable one,

marking the celebration by the Jamestown Exposition Company the three hundredth anniversary of the birth of Virginia and this great nation.



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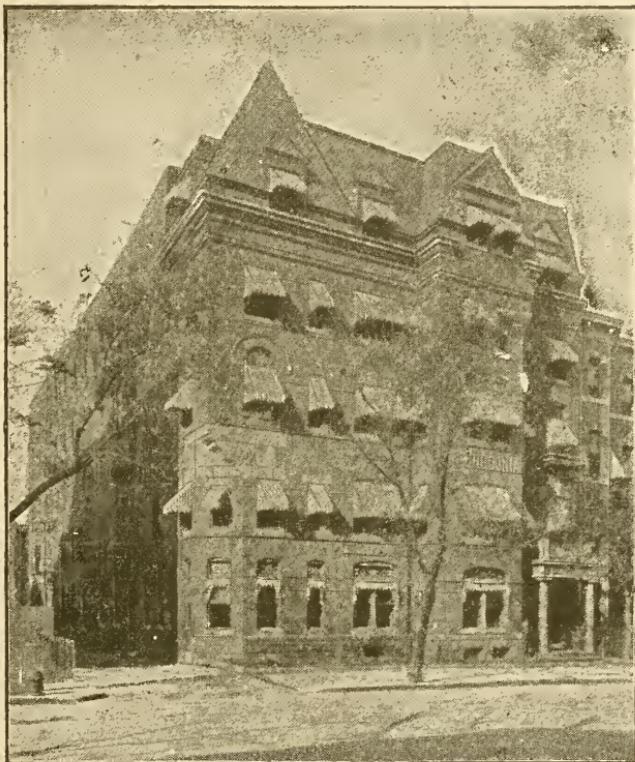
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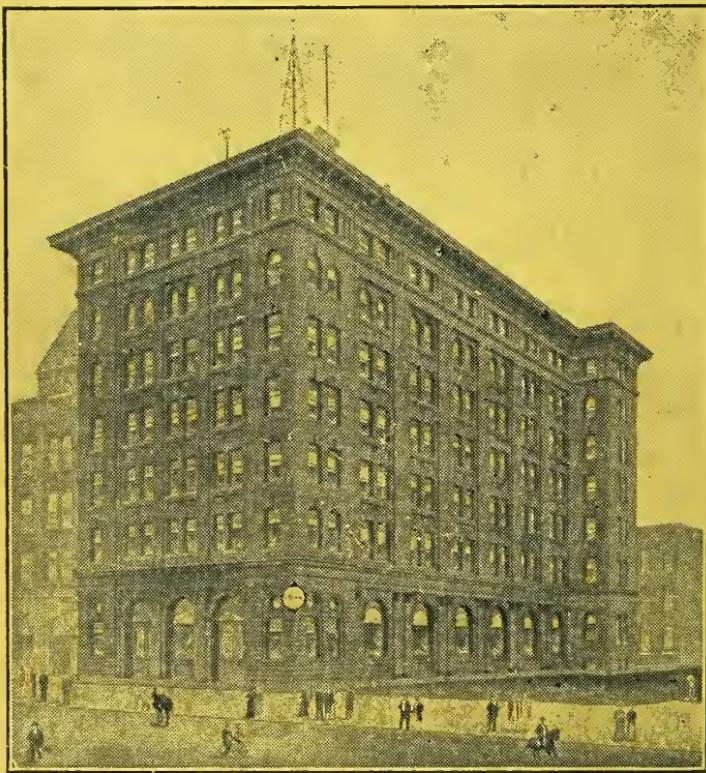
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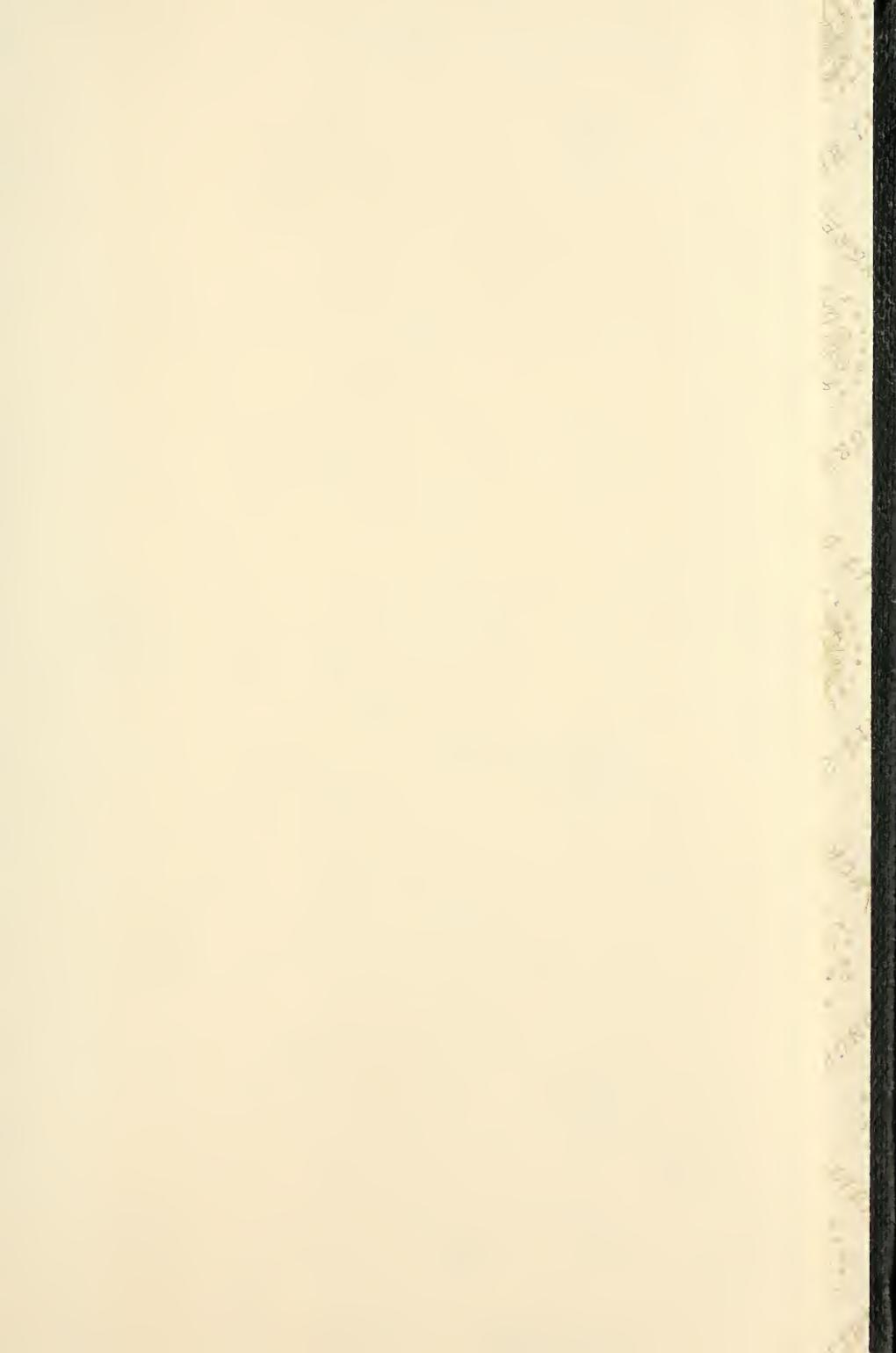
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